

Applus[®] IDIADA



Applus IDIADA Proving Ground
Driving and Safety Regulations

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Applus⁺
IDIADA

Welcome to the Applus+ IDIADA Proving Ground. This document features the safety and driving rules that all users of our Proving Ground need to know and observe.

The purpose of these rules is to ensure maximum safety for all users.

Given that non-compliance with these regulations may endanger not only the offender but also other users, IDIADA reserves the right to restrict access to any users who fails to respect the Driving and Safety regulations.

Thank you in advance for your cooperation and help in making IDIADA into one of the safest Proving Ground facilities in Europe.

Please do not hesitate to contact our client services team if you have any queries or would like further information about these regulations.

GENERAL INFORMATION

TIMETABLES

- The Proving Ground, medical services, Safety Car and Proving Ground Controller services are operational 24 hours a day, 7 days a week.

- The Proving Ground will be closed to traffic from 22:00 on 24 December until 06:00 on 26 December, and from 22:00 on 31 December until 06:00 on 2 January.

PROVING GROUND CONTROLLER



- The Proving Ground Controller is based in the Control Tower and is the principle contact for Proving Ground users

- The Controller is responsible for managing and controlling traffic within the Proving Ground and ensuring compliance with the Proving Ground Driving and Safety Regulations.

- The Controller is responsible for coordinating internal and external emergency teams in any emergency situation that may take place within the Proving Ground.

⚠ The Controller is the maximum authority of all traffic management within the Proving Ground: his or her instructions must be followed at all times.

SAFETY CAR



- This is an IDIADA vehicle which is marked as "Safety Car" and is operated by IDIADA personnel.

- Its main function is to ensure that all Proving Ground users observe the Proving Ground Driving and Safety Regulations by constant supervision of the tracks.

⚠ Instructions from the Safety Car must be followed at all times.

TEST DRIVER

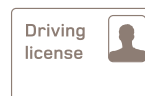
- Test driver means anyone who is qualified to drive in the IDIADA Proving Ground facility.

- The client is responsible both for the professional ability and qualifications of the engineers, drivers, operators etc. which they send to carry out tests at IDIADA, and also for ensuring that these workers are suitably insured. However, IDIADA shall be responsible for these requirements when it provides the workers.

- Any damage caused by the client to IDIADA's installations will be invoiced accordingly.

- If the client has their own procedures in place for assessing their test drivers, they may make a written application for IDIADA to control and refuse entry to the Proving Ground to anyone from their company who is unable to give documentary proof of complying with such requirements.

- All drivers must have a corresponding driving licence for the type of vehicle which is to be tested on the Proving Ground. Drivers are responsible for this and must inform IDIADA if they do not have a valid driving licence.



- The driver is responsible that the vehicle has been checked before entering the Proving Ground facility and for ensuring that it is fitted with all the safety measures laid down for testing, as well as all the signalling features set out in these regulations.

TEST VEHICLE

- Test vehicle means any vehicle which is used for carrying out tests on the Proving Ground.

- The client must have a valid insurance policy which covers the risks of accident, personal injury and material damage to third parties and any damage that may be caused to IDIADA facilities.

⚠ Vehicles using the following fuels must be identified with the corresponding stickers:



HYDROGEN



GAS GLP



GAS CNG



HYBRID



ELECTRIC

CNG, GLP, Hybrid, Electric and Hydrogen stickers are available in the Control Tower reception.

CONFIDENTIALITY CONDITIONS AND TAKING PHOTOGRAPHS



- No type of image recording device – including mobile phones with cameras – may be brought into the IDIADA complex.
- Everyone who comes into the IDIADA complex must observe the confidentiality. All of other clients and the tests being carried out at IDIADA.
- In the event that a test requires the use of any audio-visual recording equipment, a written application for authorisation must be made in advance to the Proving Ground Safety Supervisor.

- Supervision of the authorised photography:
 - **Camera NOT FIXED to the vehicle:** in this case the client shall be accompanied by an IDIADA staff member at all times.
 - **Camera FIXED to the vehicle:** in the event that the camera forms part of the instrumentation fixed to the vehicle, its installation must be supervised by an IDIADA member of staff appointed by the Proving Ground Safety Supervisor. The vehicle must be identified with a sticker informing that the vehicle has a fixed camera on board. This sticker will be given to the client together with the necessary authorisation.



- Vehicles with fixed recording devices may drive on the Proving Ground as long as the client guarantees that no images are to be recorded. In all other cases the recording shall be carried out in an agreed and controlled manner.

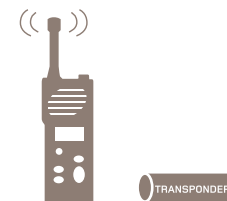
GENERAL RULES FOR USE OF THE PROVING GROUND

ACCESS TO THE PROVING GROUND

- Users must register at the Control Tower reception every day before beginning their testing programmes.
- At reception the user must present their Proving Ground Driving Permit as accreditation for entering the Proving Ground; this accreditation makes it possible to verify that the user is aware of the prevailing Proving Ground Driving and Safety Regulations.



- Users may only enter and exit the Proving Ground Facility through the gate at the Control Tower, except in the case of Dynamic Platform B which is accessed from the area in front of the M workshops.
- In order to enter the Proving Ground Facilities, users must have a portable radio and an electronic vehicle identification device (transponder) which they will be given when they register at reception in the Control Tower. Only one radio per permit will be provided.



- The transponder enables the Tower Controller to automatically identify the vehicle and the test it is performing. Changing the transponder of the vehicle once in the Proving Ground or doing another type of test other than the ones specified when the track reservation was made is absolutely forbidden.
- Users must return the radios every day once testing has been completed so that the batteries can be recharged.
- Each vehicle must have at least one reflective safety vest or jacket on board. They are available at the Control Tower reception desk.




- If the vehicle is fitted with a fire extinguisher, the extinguisher must always be firmly attached.
- When users enter the Proving Ground area; they must report the following information to the Proving Ground Controller by radio:
 - 1 The identification number of their portable radio
 - 2 The number of persons in the vehicle
 - 3 Which test track they plan to use first

- Users are **NOT** required to inform the Controller every time they enter or leave one of the Proving Ground Tracks. Equally they do not have to report on leaving the Proving Ground.

- In order to plan testing and to ensure safety on the tracks, users must inform the Proving Ground Safety Supervisor or appointed delegate if the test that they are going to carry out can be considered to be special (See page 10). Before starting these tests users must ask the Controller for authorisation.

- In the case of motorcycle testing special measures will be taken to ensure the safety of riders. Users should inquire about these special measures beforehand with the Proving Ground Safety Supervisor.

GENERAL CONDITIONS OF SAFETY AND USE OF THE PROVING GROUND

 Instructions given by the Proving Ground Controller and by the Safety Car in the Proving Ground must be obeyed at all times.

- Users must not drive while under the influence of medicines, alcohol or psychotropic substances which may induce drowsiness or a reduction in physical faculties.

- Users must not drive if suffering from an illness or injury which restricts their capacity to perform the tests.

- In the event of doubts or queries, please contact Applus IDIADA's medical service in the Control Tower (Ext.: 9381)

- IDIADA carries out random blood alcohol level controls on all drivers in the Proving Ground. If a driver should FAIL such a test, their immediate superior will be informed and the driver concerned will not be permitted to enter the Proving Ground.



- Users should not handle computers, phones or other devices while driving.



- Traffic signs and signals in the Proving Ground must be observed at all times.

- Dipped headlights should be used when driving around the Proving Ground. In the event that the test being performed does not allow headlights to be switched on, the Proving Ground Safety Supervisor must be informed and permission requested prior to carrying out the testing.



- The test vehicle must be inspected prior to entering the Proving Ground with special attention being paid to brakes, tyres and lights.

- Tyre pressures should be checked to make sure that they comply with manufacturers' specifications, especially in the case of tests carried out at high speeds due to the increased load brought about by driving on the banks on the High Speed Circuit.


- Equipment and other items installed on the outside of the vehicle must be checked to make sure that they are firmly secured and do not fall off in the Proving Ground.


- Test instrumentation and any ballast used must be thoroughly anchored to prevent it from shifting.

- Users must immediately report any accident, incident or damage occurring to the complex (tracks or facilities) by radio to the Proving Ground Controller. The Proving Ground Controller must also be informed of any spillage of oil, fuel or other liquids.

- In the event of breakdown, the vehicle must stop in a parking area. If this is not possible, the vehicle should be parked on the edge of the road with its hazard warning lights on and the Controller should be informed by radio so that the vehicle can be removed from the Proving Ground as quickly as possible. Cars should never be abandoned in the Proving Ground.

- Vehicles may not be left parked in the Proving Ground, unattended by its driver and without the express authorisation of the Proving Ground Controller.

 Driving in reverse is not permitted unless previously agreed upon with the Proving Ground Safety Supervisor.

 Under no circumstances may drivers drive in the opposite direction to the one established for each track. Emergency vehicles will be permitted to drive in the opposite direction to the established one only in case of emergency and only with the Controller's prior authorisation.



- Drivers may not get out of their vehicles except in designated parking areas and on the dynamic platforms.

- Permission to get out of the vehicle on the dynamic platforms must be requested from the Platform Controller or the Proving Ground Controller.

- Reflective vests or jackets must be worn outside the vehicle. They are available from Reception at the Control Tower.



MAXIMUM DRIVING TIME

- A maximum driving time of eight hours daily is recommended. Each driving shift must include rest breaks and not exceed two hours of continuous driving. In the case that the testing requires continuous driving time, without rest breaks, it is necessary to contact with the Proving Ground Safety Supervisor first.

- Rest breaks should be increased if the testing entails physical fatigue for the driver (testing at high speeds, fatigue track, rapid deceleration, adverse weather conditions, etc.).

SEAT BELT AND HELMET

- All occupants of the vehicle must wear their seat belts.
- Helmets must be worn in the event that safety bars are installed in the vehicle.



EXCEPTIONAL TESTS

- IDIADA reserves the right to authorise tests that maybe in conflict with the Proving Ground Driving and Safety Regulations provided that this is required by the test and appropriate safety measures have been taken. Users of the Proving Ground will always be informed in the event of special testing.
- Tests with non-habitual drivers (presentations to managers, dealers, invited Clients, etc.) must be authorised by the Proving Ground Manager. Such tests shall be restricted to specific times and shall require the presence of an additional external ambulance unit and fire response vehicle (charged to the client). Other users will always be told about them in advance and they shall always be performed under the supervision of IDIADA personnel.

SPECIAL TESTING

Tests that can be classified as "Special" include:

1. Lane change and slalom tests
2. Speed reduction tests
3. Brake tests
4. Repetitive braking tests / Fading test
5. Very high speed tests

IDIADA reserves the right to hire an external ambulance unit and fire response vehicle when certain special tests are to be carried out. The services will be invoiced to the client.

1. LANE CHANGE AND SLALOM TESTS:



- Before starting, permission must be requested from the Proving Ground Controller. Only he or she may authorise the start of this type of testing.
- The test vehicle must bear a numbered "Lane Changes" WHITE PLATE at its rear. These plates are available at Control Tower reception.
- The test vehicle must have a ROTATING WHITE LIGHT in an area which is visible to all other track users. This light must be on at all times. This equipment is available at the Control Tower reception.



WHITE

- The start of the manoeuvre must be indicated with the vehicle's hazard warning lights, which must be switched on when lane changes begin and should be switched off when the manoeuvre is completed.

- In dry conditions a safety distance of 400 metres must be maintained with respect to other vehicles.

- In wet conditions a safety distance of 500 metres must be maintained with respect to other vehicles.



- The Proving Ground Controller must be informed when the testing is completed.
- Lane-changing tests are not permitted on the bends.
- Check timetables for lane changing on the High Speed Circuit (see page 28).

2. SPEED REDUCTION TESTS:



- A Speed reduction test is a maneuver that requires applying the brakes with a deceleration of $< 0.5 \text{ g}$

- The test vehicle must bear a numbered "Speed Reductions" GREEN PLATE at its rear. These plates are available at Control Tower reception.

001

SR

- The test vehicle must bear a ROTATING GREEN LIGHT in an area which is visible to all other track users. This light must be on at all times. This light is available at Control Tower reception.



GREEN

- The start of the manoeuvre must be indicated with the vehicle's hazard warning lights, which must be switched on when lane changes begin and should be switched off when the manoeuvre is completed.
- A safety distance of 200 metres must be maintained with respect to other vehicles.



Check timetables for carrying out speed reduction tests on the High Speed Circuit (see page 29).

3. BRAKING TESTS:



- A Brake test is defined as decelerations ≥ 0.5 g

- Before starting, permission must be requested from the Proving Ground Controller. Only he or she may authorise the start of this type of testing.

- The test vehicle must have a numbered "Brake Test" RED PLATE positioned on the back. These plates are available at the Control Tower reception desk.



- The test vehicle must have a ROTATING RED LIGHT in an area which is visible to all other track users. This light must be on at all times. These lights are available at the Control tower reception desk.



- The start of the manoeuvre must be indicated with the vehicle's hazard warning lights, which must be switched on when braking at high speed begins and should be switched off when the manoeuvre is completed.

- In dry conditions a safety distance of 400 metres must be maintained with respect to other vehicles.



- In wet conditions a safety distance of 500 metres must be maintained with respect to other vehicles.

- The Proving Ground Controller must be informed when the testing is completed.

- Brake tests are not permitted on the bends.

- Check timetables for carrying out braking tests on the High Speed Circuit (see page 30).

4. REPETITIVE BRAKING TESTS / FADING TEST:



- Permission must be requested from the Safety Car before starting. Only the Safety Car can authorise the start of this type of test.

- The test vehicle must have a numbered "Brake Test" RED PLATE positioned on the back. These plates are available at the Control Tower reception desk.



- The test vehicle must have a ROTATING RED LIGHT in an area which is visible to all other track users. This light must be on at all times. These lights are available at the Control Tower reception desk.



- The start of the manoeuvre must be indicated with the vehicle's hazard warning lights, which must be switched on when starting the repetitive braking test or fading test and should be switched off when the manoeuvre is completed.

- In dry conditions a safety distance of 400 metres must be maintained with respect to other vehicles.



- In wet conditions a safety distance of 500 metres must be maintained with respect to other vehicles.

- The Safety Car must be informed when the tests are completed.

- Check timetables for carrying out repetitive braking tests/Fading Test on the High Speed Circuit (see page 30).

5. VERY HIGH SPEED TESTS:



- Very high speed tests are tests which require driving at speeds that exceeds 250 km/h.

- Tests at speeds that exceed 250 km/h: Full beam headlights must be on when driving **during daylight**.



> 250 Km/h

- Permission must be requested from the Safety Car before starting. Only the Safety Car can authorise the start of this type of tests.

- The Safety Car must be informed when the tests finishes.

- Check timetables for carrying out very high speed tests on the High Speed Circuit (see page 31).

NOTE: Other rotating lights that are permitted on the Proving Ground:



ORANGE
Maintenance
vehicles

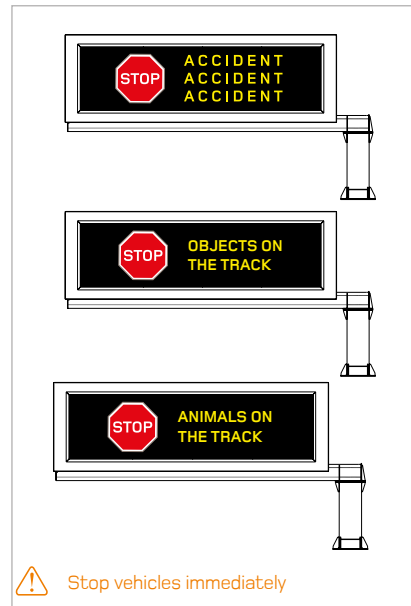


BLUE
Emergency
vehicles

VARIABLE MESSAGE SIGNS

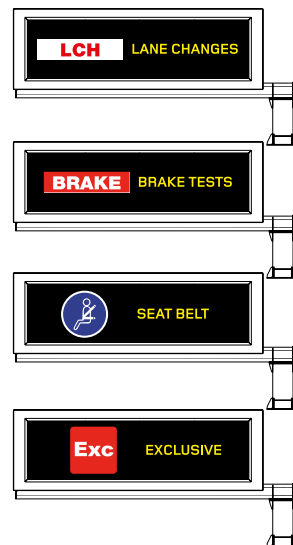
There are variable message signs on the High Speed Circuit and the General Road.

Safety messages which require that testing must stop immediately:



⚠ Instructions given by controllers using the variable message signs must be followed.

Examples of other messages:



USER'S MANUAL FOR THE RADIO SYSTEM

2. QUEUED CALLS

If all channels are engaged, the following letters will be displayed:

"COL" "ESP", "OCU" or "RED". This means that the call is being queued and you have **to wait**.

3. COMMUNICATION WITH THE CONTROLLER

Start your conversation with the Controller by stating the NUMBER to be found on the front of your radio and end by saying "OVER".

Example:

"310 requests permission to enter the General Road. OVER."

4. BARRIER NUMBERS

The access barriers are marked with a number to make them easier to locate.

Designation is as follows:

- 0 General Road
- 1 High Speed Circuit
- 2 External Noise Test Track
- 3 Fatigue Track A / Comfort Track A
- 4 Dynamic Platform A
- 5 Dry Handling Circuit / Dynamic Platform C
- 6 Test Hills
- 7 Straight Line Braking Surfaces / Comfort Track B & Sim City
- 9 Dynamic Platform B
- 10 Pista Off Road
- 11 Wet Circle
- 12 Wet Handling Circuit



1. MAKING A CALL

Normal call to the Controller:

1. Press the **AUX** button to open a channel with the Controller.
The unit emits a sharp beep.
2. When you hear a double beep and appears on the display, press **PTT** and speak.

Emergency call:

1. Press **F** + **F** to open channel.
2. When you hear a double beep and appears on the display, press **PTT** and speak.

⚠ Only use in the event of an accident!

AUTOMATIC BARRIER SYSTEM



- When users register at Control Tower reception they will be given a transponder which automatically opens the barriers when detected by the antenna at the entrance to each of the authorised Test Tracks. Each transponder has its own identification code. The procedure for installing and using the transponder is explained in Appendix B: *Users' Manual for the System of Controlling Access to the Proving Ground*.

- Only one vehicle may enter each time the barrier is raised. In the event of a malfunction with the barrier, the user should contact the controller by radio stating the transponder's identification code.

- In the event of accident, all the barriers in the Proving Ground will open to facilitate the arrival of emergency services.

REFUELLING



- Vehicles may only be refuelled at the petrol station and the adjacent secure fuel storage facility. In order to refuel users will need a fuel card which they can collect from Control Tower reception. See appendix C: *User's Manual for Refuelling*.

- If due to the nature of the test it is necessary to refuel in an area other than in the petrol station, the Proving Ground Safety Supervisor must be notified in advance.

NON-COMPLIANCE OF THE PROVING GROUND DRIVING AND SAFETY REGULATIONS

- The Proving Ground Controllers and the Safety Car are assigned the task of detecting non-compliance of the Proving Ground Driving and Safety Regulations.

- Any breach of the Proving Ground Driving and Safety Regulations that is detected by a user must be reported to the Controller. This makes it possible to take immediate action and helps prevent accidents.

- There are three categories of non-compliance of the regulations:

SIGNIFICANT NON-COMPLIANCE:



SIGNIFICANT

- Every time a **significant** non-compliance of the regulations is found to have taken place; a verbal warning will be given to the offender in which they are asked to change their behaviour.

- In the event that the offender pays no attention to the instructions they receive or continues to commit minor non-compliances of the regulations, the offence will be upgraded to a **serious** non-compliance.

SERIOUS NON-COMPLIANCE:



SERIOUS

- Every time a **serious** non-compliance of the regulations is found to have taken place, a written warning will be given. This warning shall be in force for thirty (30) days, during which any new **serious** non-compliances shall entail the automatic temporary withdrawal of the permit for accessing the Proving Ground due to an accumulation of non-compliances of the regulations.

VERY SERIOUS NON-COMPLIANCE:



VERY SERIOUS

Is the immediate temporary withdrawal of the permit for accessing the Proving Ground.

Permits will be removed from any user who:

- Is in **very serious** non-compliance of the Proving Ground Driving and Safety Regulations.

- Repeats a serious non-compliance of the Proving Ground Driving and Safety Regulations during the 30-day period laid down for the **serious** non-compliance.

- Accumulates four (4) **serious** non-compliances in the space of one year.

- The minimum period for which Permits giving access to the Proving Ground may be withdrawn will be one (1) week.

- Each case shall be assessed independently and the exclusion periods will be set jointly by the Manager of the Proving Ground Department together with the Proving Ground Safety Supervisor.

- This warning shall be registered and the offender will not be permitted onto the Proving Ground.

- A list giving examples of significant, serious and very serious non-compliances can be found in Appendix A:

Classification of non-compliances of the Driving Regulations.

WHAT TO DO IN THE EVENT OF AN ACCIDENT ON THE PROVING GROUND

HOW TO DETECT THAT THE ACCIDENT PROTOCOL HAS BEEN ACTIVATED:

Radio:

- Accident message from the controller

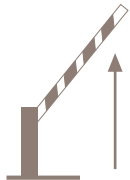


Visual:

- Accident message on the variable message signs



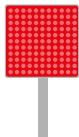
- Gates open on all test tracks within PG



- **BLUE** rotating lights on
Located at the entrance to some of the tracks and also at strategic locations on the General Road.



- **RED** flashing signs on
Located on the High Speed Circuit.



WHAT TO DO IN THE EVENT OF AN ACCIDENT:

- Accident means an unintended event which results in own or third-party personal injury or property damage.



- ⚠️ **All accidents must be immediately reported by radio to the Controller.**

The report must be brief, clear and state:

- **The exact location on the Proving Ground**
 - **Seriousness of the accident**
 - **The number of people injured**
- When the accident report is received the emergency protocol is activated by the Proving Ground Controller.
 - The Proving Ground Controller will coordinate all emergency services.
 - All accidents within the Proving Ground are viewed as being **serious** and are treated in exactly the same way.

- In the event of an accident Applus IDIADA's own emergency service will attend to any Proving Ground users who have been injured while awaiting external assistance.

- This service consists of:

- Ambulance unit with nurse
- Rapid response vehicle with firefighting capability
- Safety Car

- If the user wants additional emergency measures, they must ask the Proving Ground Safety Supervisor for them in advance.

- When the emergency protocol is activated, Applus IDIADA always call for an external ambulance. This service may only be cancelled by Applus IDIADA medical personnel after examining the injured.

- The Proving Ground Controller shall notify all Proving Ground users of the accident by radio in English and in Spanish. Message in the event of accident:

"Control Tower to all track users. There has been an accident on the tracks please stop all testing immediately."

- All testing within the Proving Ground must stop immediately.

- All vehicles must stop in the nearest parking area or on the edge of the road so that they do not interfere with emergency vehicles.

- The radio channel must be left clear and users should wait for instructions from the Proving Ground Controller.

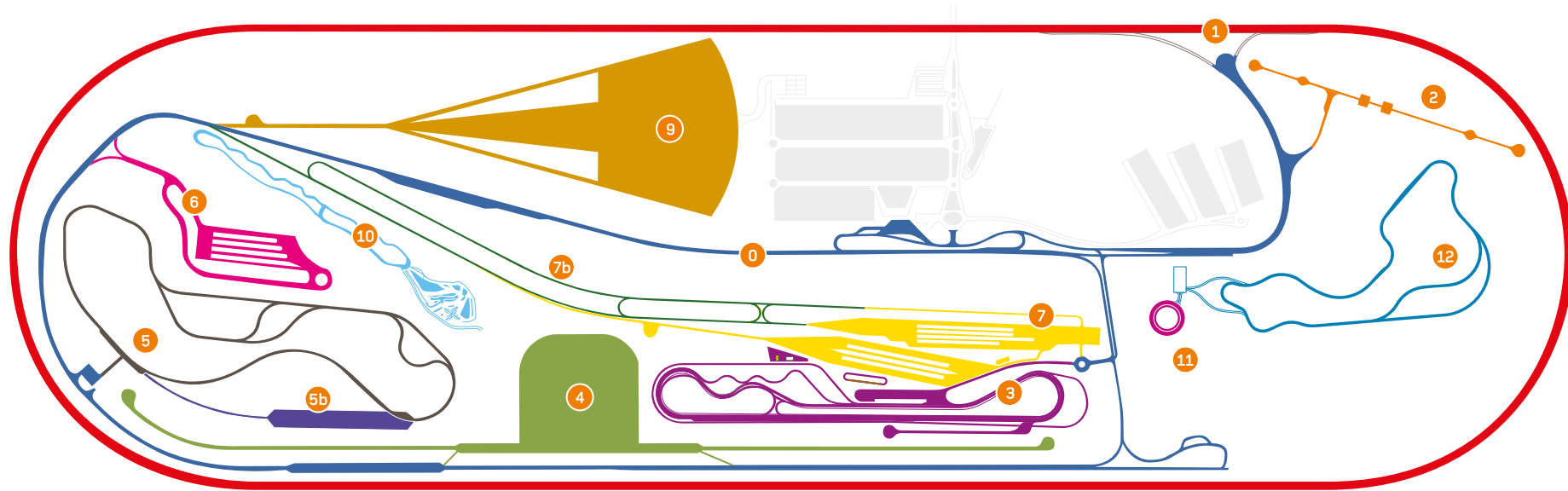
- Injured people should not be moved even when they have no visible injuries (they may have internal injuries). Injured people should not be permitted to move, but rather kept calm while waiting for the emergency services to arrive.

- In the event of an imminent risk of fire, injured people should be removed with extreme care avoiding sudden movements.

- Users are asked to keep calm and wait for instructions from Controller.

SPECIFIC RULES FOR DRIVING ON THE PROVING GROUND

General overview of IDIADA's Proving Ground and individual track numbering:

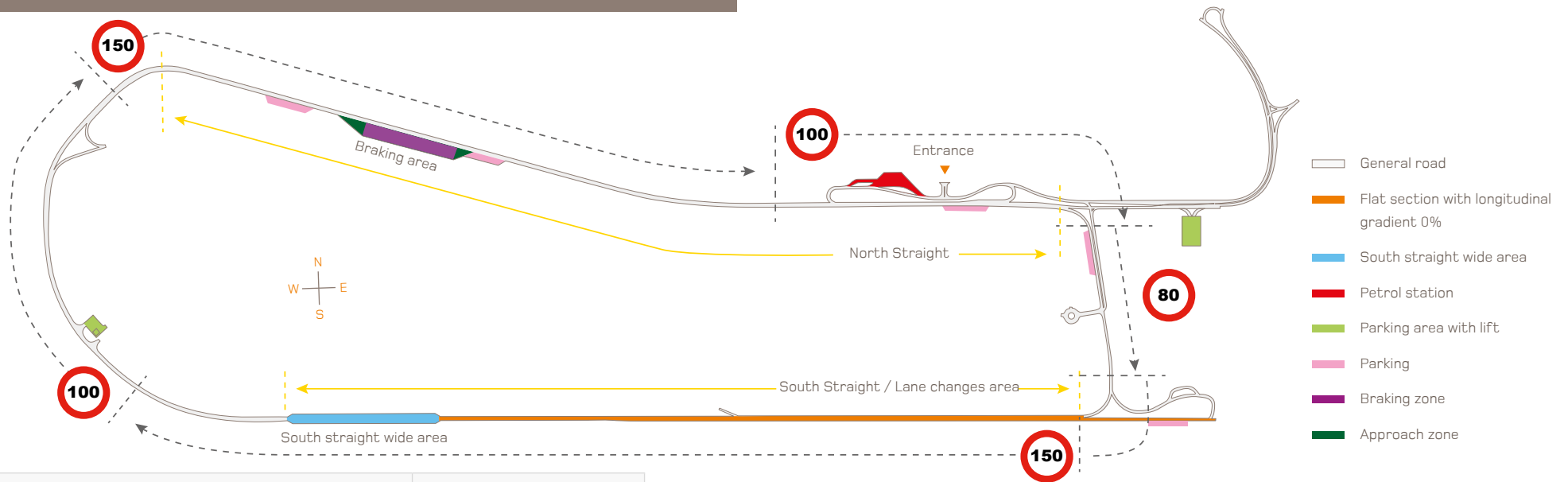


- 0 General Road
- 1 High Speed Circuit
- 2 External Noise Test Track
- 3 Fatigue Track A / Comfort Track A
- 4 Dynamic Platform A
- 5 Dry Handling Circuit
- 5b Dynamic Platform C

- 6 Test Hills
- 7 Straight Line Braking Surfaces
- 7b Comfort Track B & Sim City
- 9 Dynamic Platform B
- 10 Off Road Track
- 11 Wet Circle
- 12 Wet Handling Circuit

TRACK 0

GENERAL ROAD



| | |
|---|-------------|
| Direction of travel | Clockwise ↻ |
| Total length | 5.333 m |
| Length of south straight | 1.620 m |
| Longitudinal gradient (south straight and braking area) | 0 % |
| South straight wide area (length) | 300 m |
| South straight wide area (width) | 20 m |
| Braking area (length) | 250 m |
| Braking area (width) | 10 m |
| Braking area (approach lane) | 100 m |



• Maximum permitted speed on the north and south straights of the General Road *



• Minimum permitted speed on the rest of the General Road *



• Maximum permitted speed on the rest of the General Road *



• Maximum permitted speed on the east straight *

- Lane change tests are only permitted in the South straight.
- Brake tests are only permitted in the braking area.

* The user has to adjust the maximum speed of their vehicle to track conditions.

GENERAL RULES

- The General Road is the principle access road to all the other Test Tracks. Care should be taken with other vehicles when entering and leaving it.

- Users should always drive in the right lane except when overtaking.

- When driving at slow speeds (< 30 km/h), emergency lights must be on.

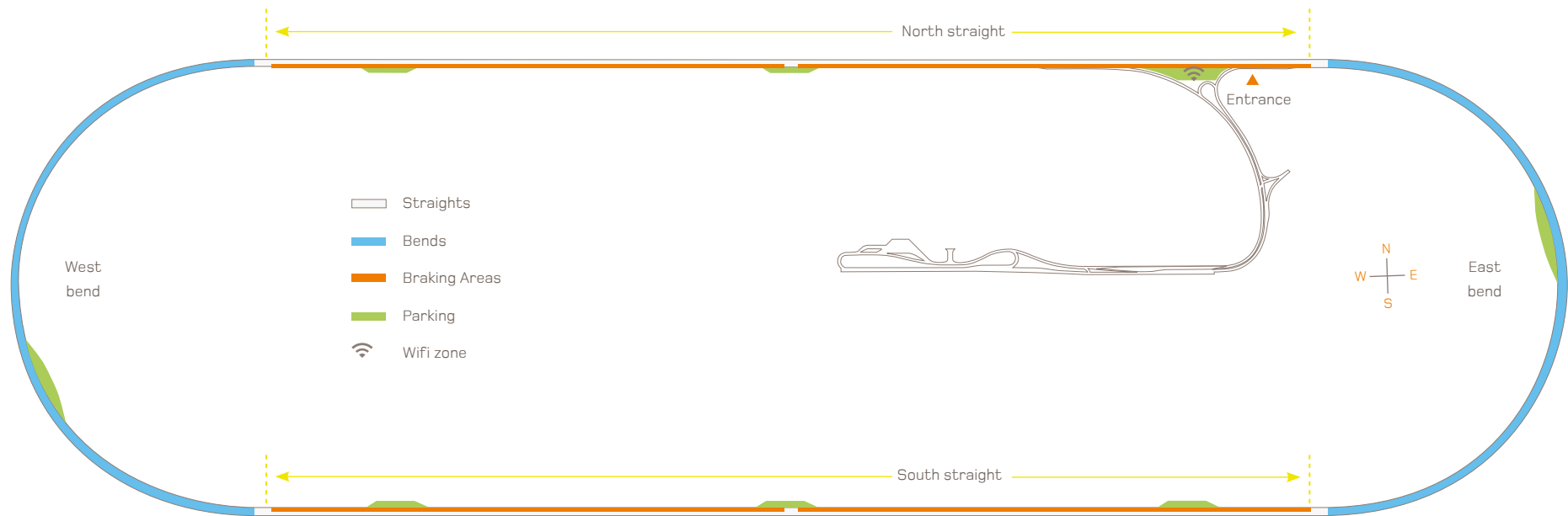
BRAKING AREA ON THE NORTH STRAIGHT

- Only 1 car is permitted in the braking area



TRACK 1

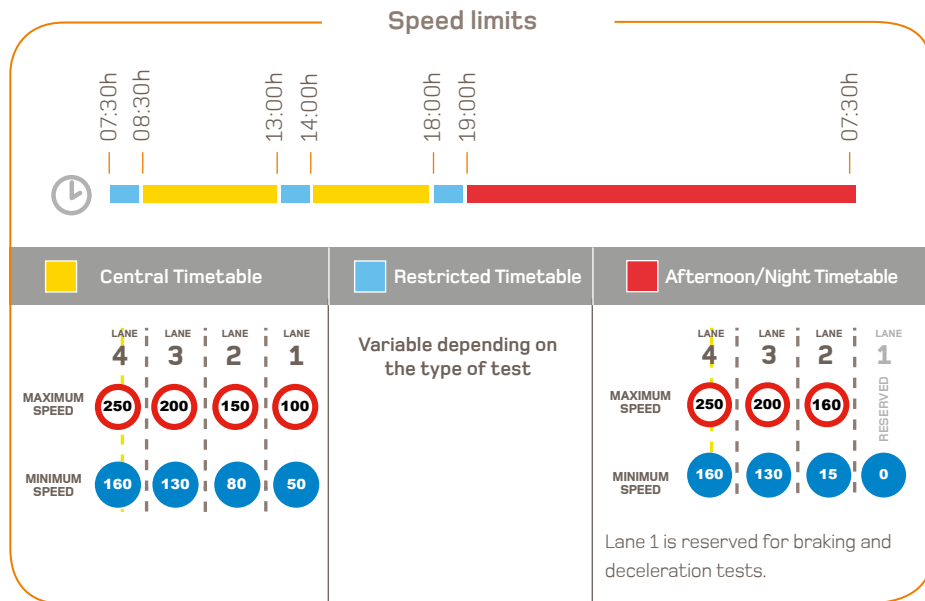
HIGH SPEED CIRCUIT (HSC)



| | |
|---------------------|-------------|
| Direction of travel | Clockwise ↻ |
| Length Lane 1 | 7.493 m |
| Length Lane 2 | 7.513 m |
| Length Lane 3 | 7.546 m |
| Length Lane 4 | 7.579 m |
| Length of straights | 2.000 m |

| | |
|--|--------------|
| Neutral steer speed (bends) | 200 km/h |
| Maximum banking (bends) | 80% (38.66°) |
| Radius of the bends | 471 m |
| Longitudinal gradient (North straight) | - 0.3 % |
| Longitudinal gradient (South straight) | + 0.3 % |
| Transverse gradient (straights) | 1.0 % |

GENERAL REGULATIONS



- Speed limits by lane are applied to all tests, except for lane changes or slaloms, which have specific regulations (see page 28).

- Tests at speeds exceeding 210 km/h: Full beam headlights must be on when driving **during daylight**.



> 210 Km/h

- Tests at speeds exceeding 250 km/h must be carried out under exclusive use conditions.

OVERTAKING:

- All overtaking must be done on the left. Users may only change lanes when it is safe to do so and the manoeuvre must be indicated in advance.

- Vehicles using lane number 4 (left) must always give way to faster vehicles by moving to lane number 3.

- Before entering the bends users must look in their rear-view mirrors to check which vehicles are on the track and thus anticipate possible overtaking by faster vehicles.

- Lanes may only be changed in the bends when this is made necessary by the presence of other vehicles.

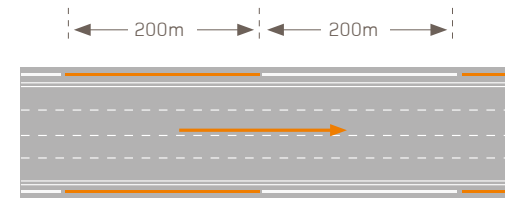
SPECIAL TESTING

Tests that can be classified as "Special" include:

1. Lane change and slalom tests
2. Speed reduction tests
3. Brake tests
4. Repetitive braking tests / Fading test
5. Very high speed tests

400 m signage on the shoulder:

200 metre strips have been painted (alternately in orange and white) on the boundary lines of the shoulder on both sides of the two straights to provide visual confirmation of the 400 m safety distance between vehicles.

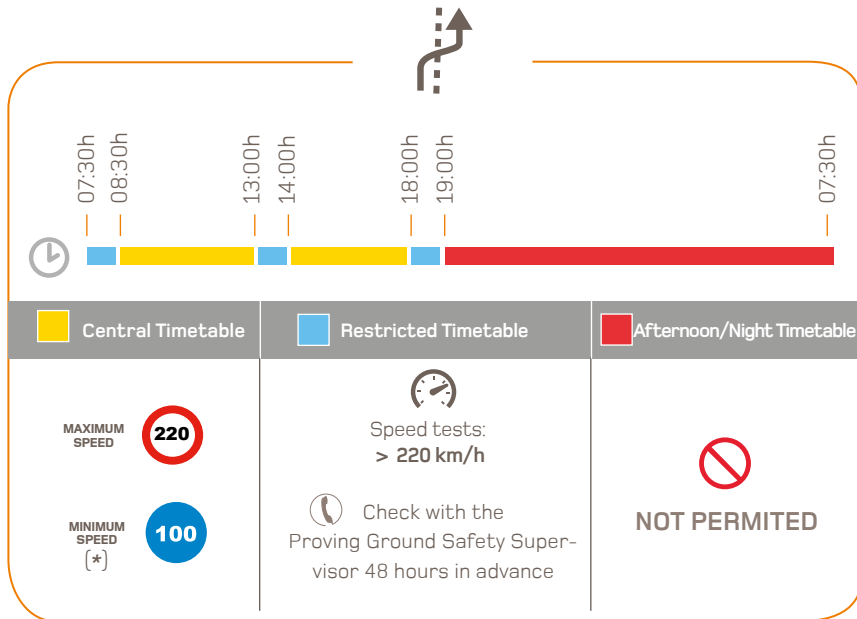


⚠ You must consult with the Proving Ground Safety Supervisor about the minimum safe distance between vehicles when performing special tests that are not defined in these Safety Regulations.



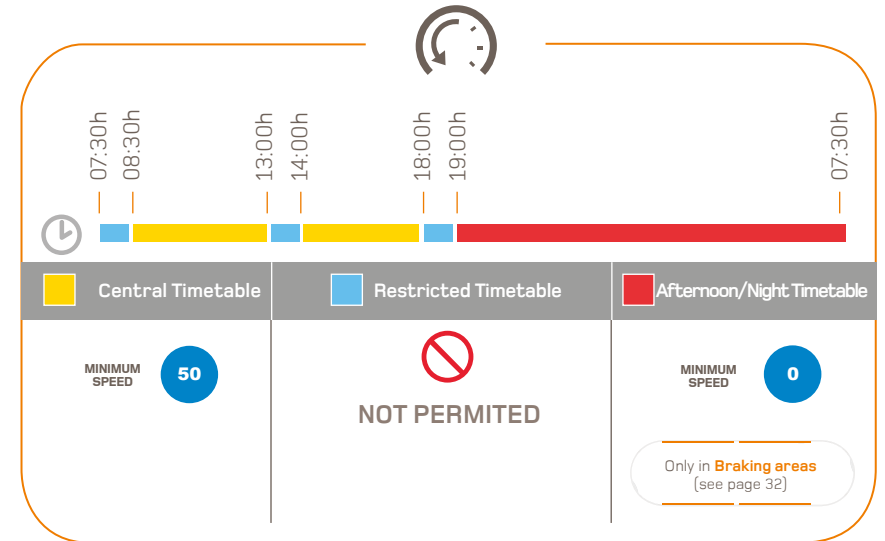
TIMETABLE REGULATING SPECIAL TESTS ON THE HIGH SPEED CIRCUIT:

1. Lane change and slalom tests

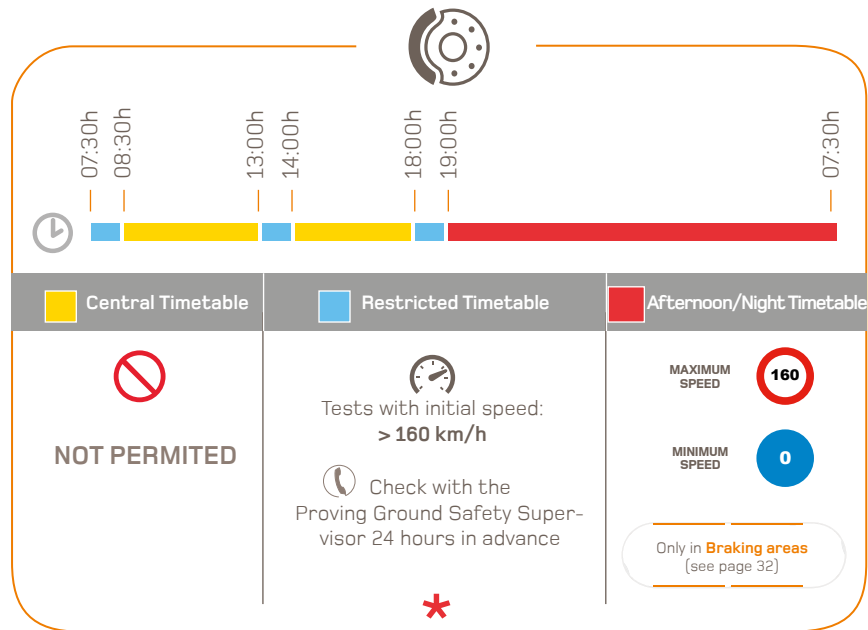


* Lane change and slalom tests at speeds less than 100 km/h are not PERMITTED on the High Speed Circuit and must be carried out on other tracks.

2. Speed reduction/deceleration tests (deceleration < 0.5 g)



3. Brake tests (deceleration ≥ 0.5 g)

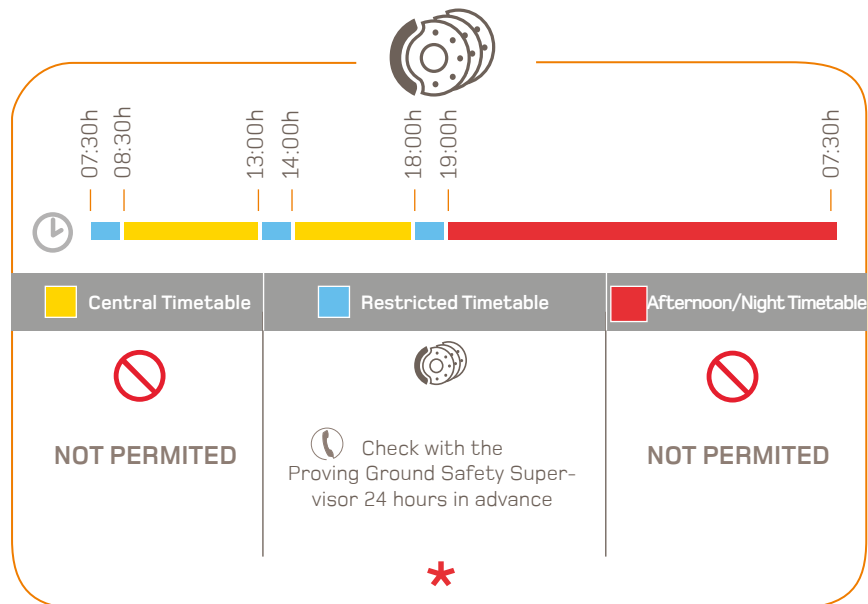


*

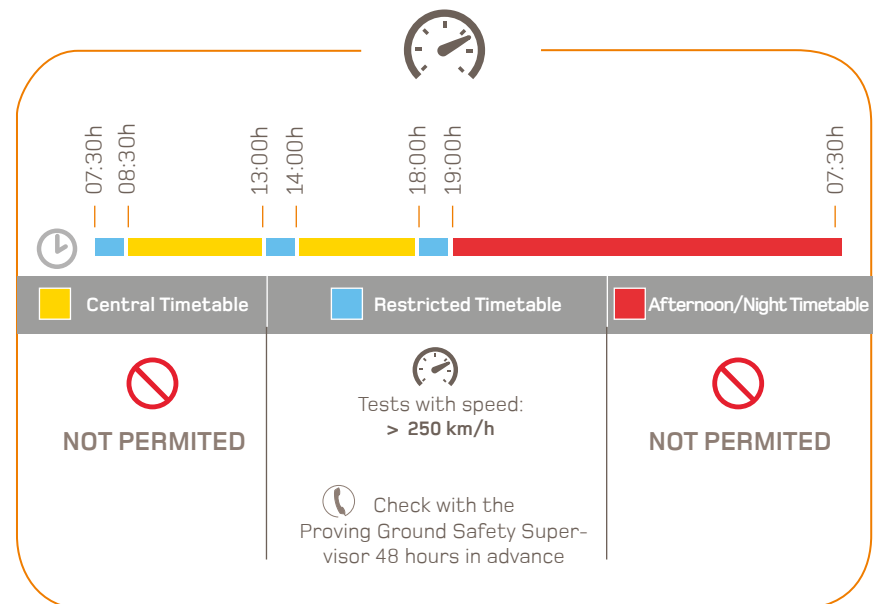
| | |
|--------|----------------------|
| Lane 4 | Only overtaking |
| Lane 3 | Braking tests |
| Lane 2 | Only overtaking |
| Lane 1 | Braking tests |

Note: When Brake Tests, Repetitive Braking Tests or Fading Tests are conducted, lanes 1 and 3 will be used to perform the tests and lanes 2 and 4 may only be used for overtaking.

4. Repetitive braking tests / Fading tests

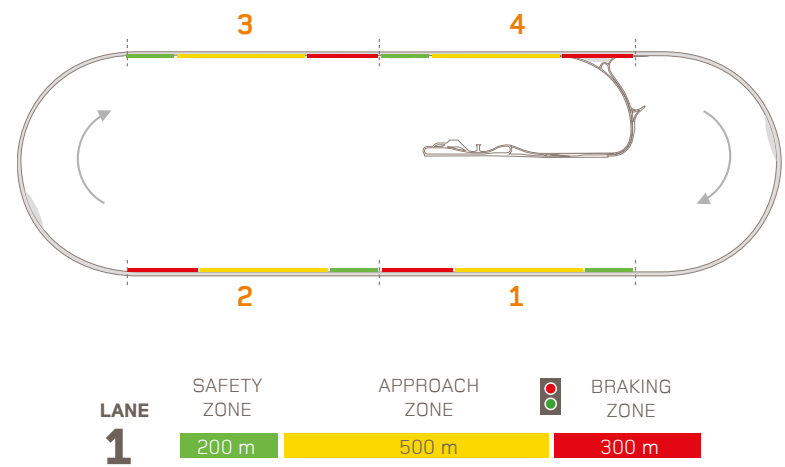


5. Very high speed tests




BRAKING AREAS:

- Timetable from 19:00 to 07:30
- On the High Speed Circuit there are 4 dedicated Braking Areas:

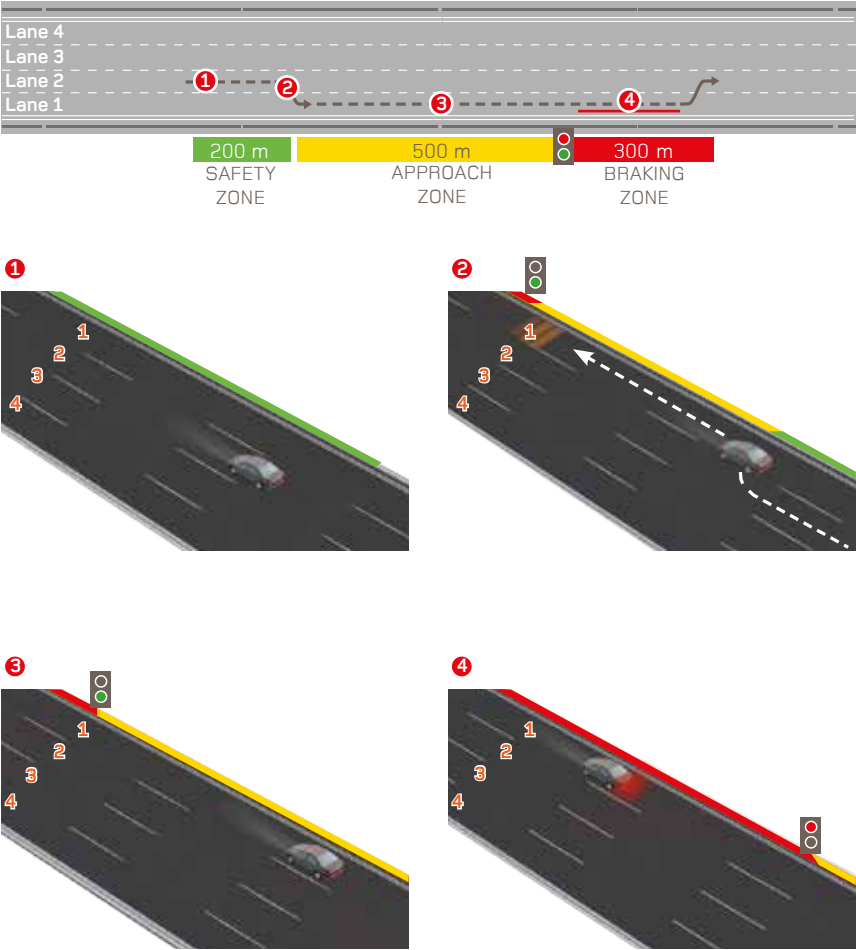


- To perform the test, the area is regulated by a traffic light:



- If red, the user must continue driving until it is not in use (green traffic light).
- Only 1 car is permitted in each Braking Area  ①

BRAKE TEST PROCEDURE

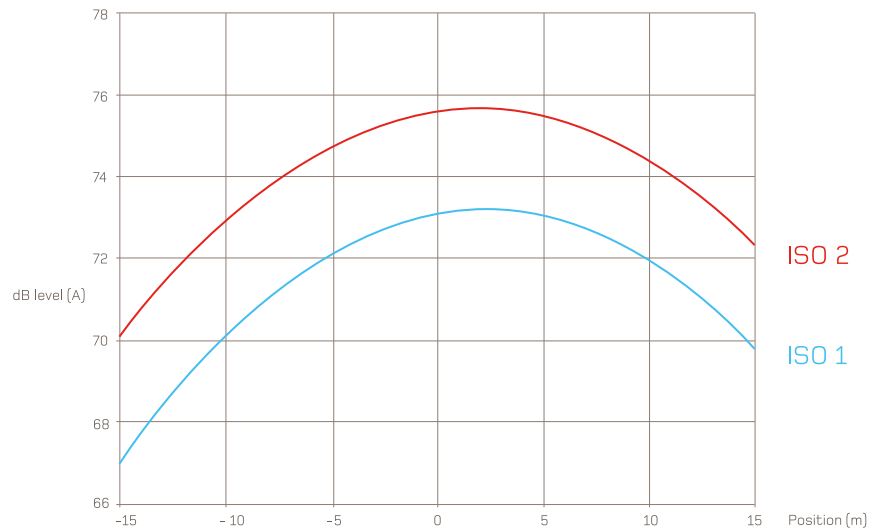


TRACK 2

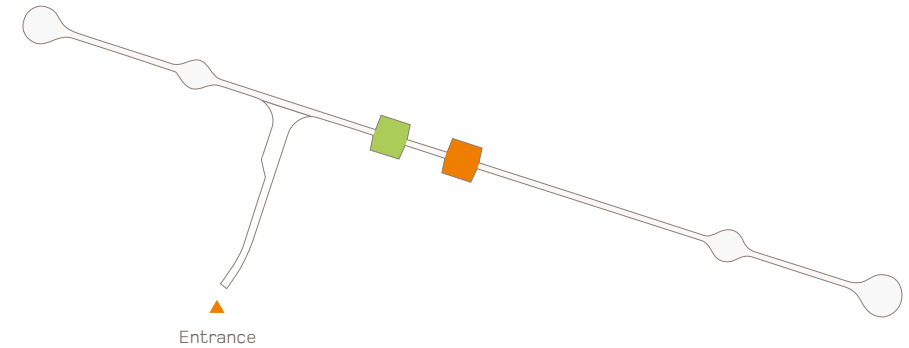
NOISE TRACK

| | |
|-----------------------------|-----------|
| Test area dimensions | 22 x 20 m |
| Length of acceleration lane | 300 m |

- Slalom testing and brake testing are not permitted.
- Only one user may perform tests on this track at any one time.



80 Km/h Coastdown
ISO I vs ISO II surfaces



- Acceleration lane
- ISO I surface ISO 10844:2011
- ISO II surface ISO 10844:1994

TRACK 3

FATIGUE TRACK A / COMFORT SURFACE A

FATIGUE A

| | | | | |
|------------------------------------|--|--------|--------|--------|
| Direction of travel | Clockwise ↻ from 06:30h to 18:30h | | | |
| | Anti-clockwise ↻ from 18:30h to 06:30h | | | |
| Undulating concrete | 145 m | | | |
| Potholes with water | 220 m | | | |
| Gravel area | 455 m | | | |
| Undulating concrete with stones | 420 m | | | |
| Water wade (depth adjustable) | 50 m x 4 m x (0 - 50 cm) | | | |
| Salt water wade (depth adjustable) | 20 m x 4 m x (0 - 50 cm) | | | |
| Forest track | 1950 m | | | |
| Block pavé I | 827 m | | | |
| Block pavé II | 922 m | | | |
| Repaired asphalt | 149 m | | | |
| Stop & Go area | 300 m | | | |
| Curbs | 250 mm | 200 mm | 150 mm | 100 mm |

COMFORT A

| | | | | |
|---------------------------------|--|--|--|--|
| Direction of travel | Clockwise ↻ from 06:30h to 18:30h | | | |
| | Anti-clockwise ↻ from 18:30h to 06:30h | | | |
| Pavé surface (length) | 599 m | | | |
| Road in poor condition (length) | 1311 m | | | |

• The configuration will be changed twice a day. Before entering the track, look at the traffic signals to check the current configuration.



Direction obligatory



Prohibited



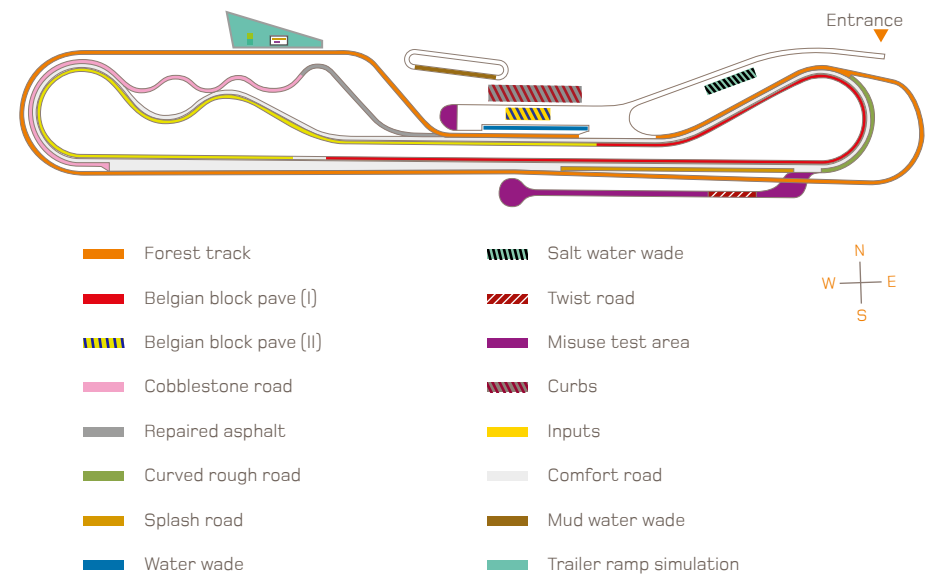
* Users should adjust the maximum speed of the vehicle according to the current conditions of the circuit.

• The **water wade** is set at 15 cm by default and can be adjusted from 0 to 50 cm. If a specific water height is required the Control Tower must be informed at least two days in advance.

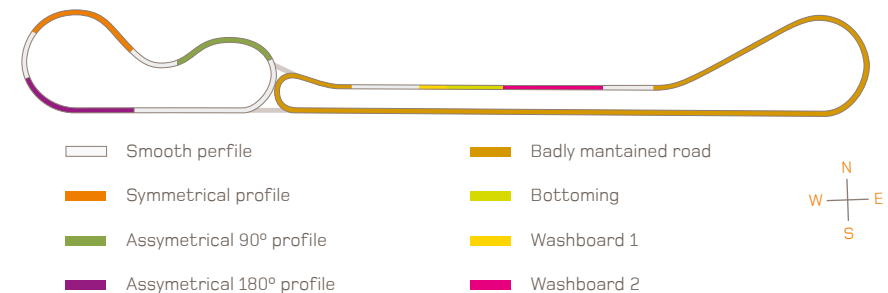


• The access to the **salt water wade** and **mud water wade facilities** should be authorized by the Proving Ground Client Services before use. A minimum notification of two days is required.

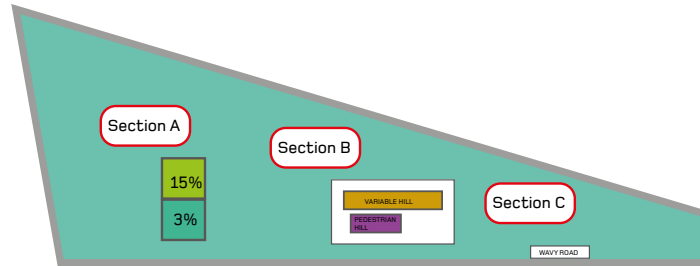
FATIGUE A



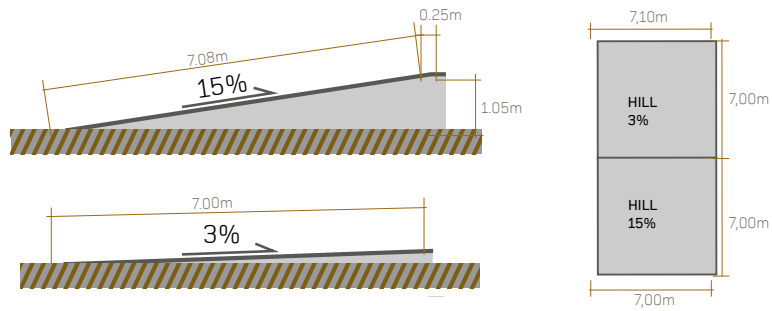
COMFORT A



TRAILER RAMP SIMULATION



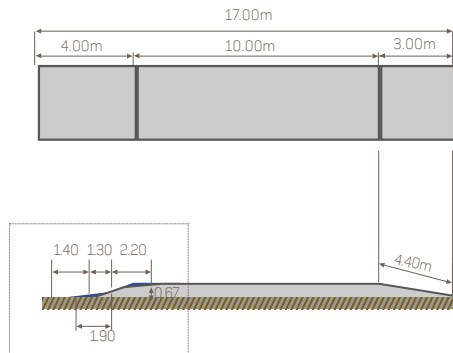
Section A:



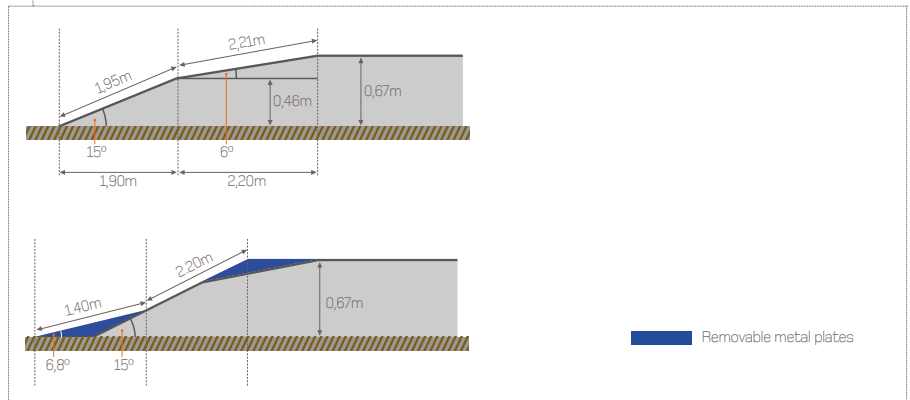
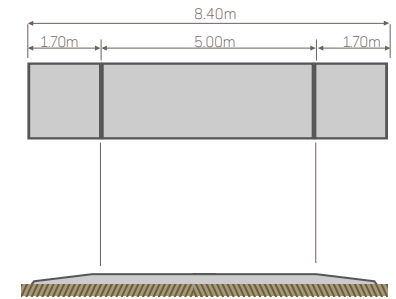
3% and 15% hills

Section B:

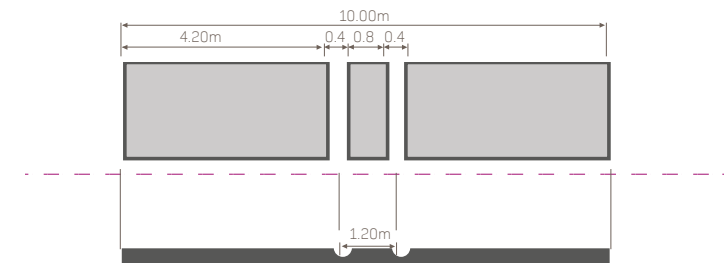
Variable Hill



Pedestrian Hill



Section C:

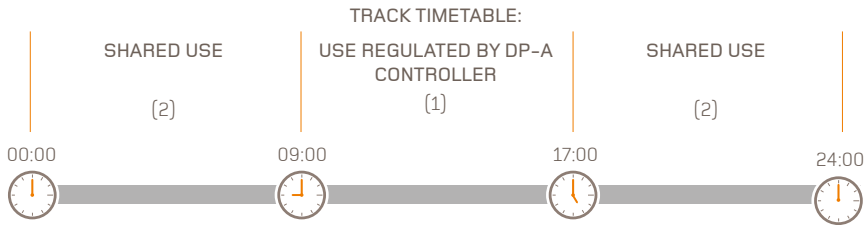


Wavy Road

TRACK 4

DYNAMIC PLATFORM A (DP-A)

| | | | | | | | | | | | | | | |
|---|-----|----|------|----|----------------------------|----|----|----|----|-------|----|-----|-----|-----|
| Platform dimensions | | | | | 250 m length x 250 m width | | | | | | | | | |
| Acceleration lanes on both sides of the platform | | | | | | | | | | 850 m | | | | |
| Radius of circles R (m) | 5,2 | 12 | 12,5 | 15 | 20 | 30 | 35 | 40 | 50 | 60 | 80 | 100 | 110 | 120 |
| Bernouilli Lemniscata | | | | | R24 m | | | | | | | | | |
| Transversal and longitudinal gradient of the platform | | | | | | | | | | 0 % | | | | |



(1) DP-A Controller operating timeframe. Monday to Friday from 09:00 to 17:00. Before starting the test, users should go to the parking area (meeting point) to coordinate their tests with the DP-A Controller.

Each user will be provided with a separate radio to receive instructions throughout the test.

There is a neon sign at the entrance to the track which indicates whether the circuit is operating at full capacity.

FULL : WAIT Access not permitted.

GO AHEAD Free access.

• Helmets must be worn if the vehicle is fitted with internal safety bars.

• Use of anti-roll supports with wheels is not permitted. Only the ones whose ends are hemispheres made of polyethylene or another sliding material are permitted.

(2) Shared DP-A use timetable. During this time there is no Controller and users must arrange carrying out tests with the other users. If it is not possible to come to an agreement, contact the Proving Ground Controller.

• When walking around the platform reflective clothing must be worn; this clothing can be obtained from Control Tower reception.



• Any damage caused to the track surface must be reported to the Proving Ground Controller

CROSSWIND TESTS

• Users wishing to use the crosswind facility should first contact the Client Services team to schedule the time for their tests.

Technical specifications:

- Number of fans: 10 units (2.6 m high x 2.6 m wide)
- Length: 30.5 m
- Acceleration lane: 600 m
- Maximum wind speed: 25 m/sec

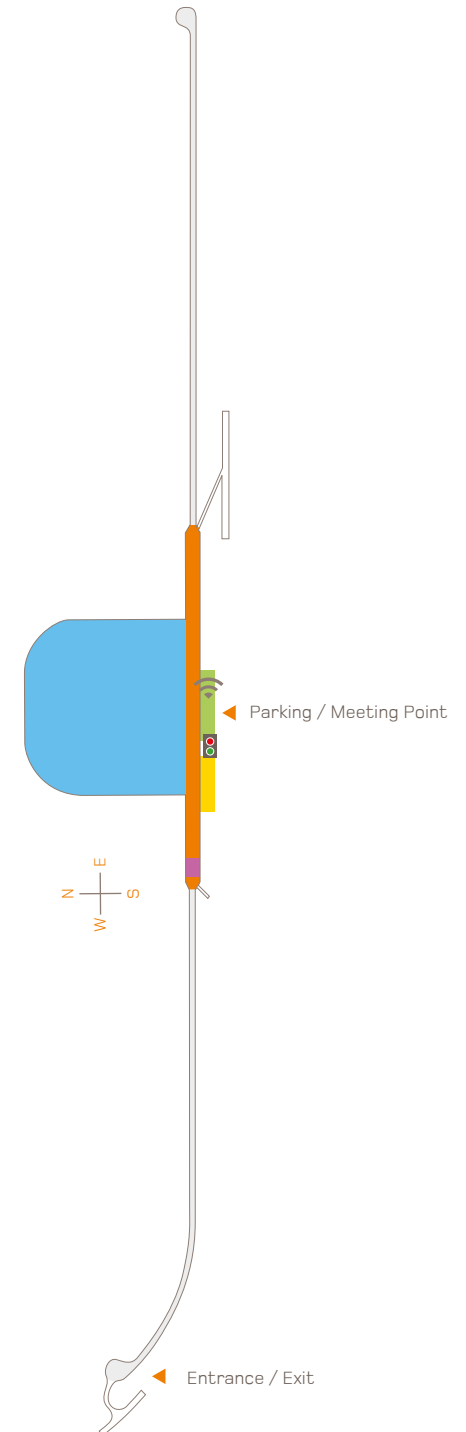
TIMETABLE:

Priority timetables have been established based on test type.

Priority will be given to the tests specified in each time slot:

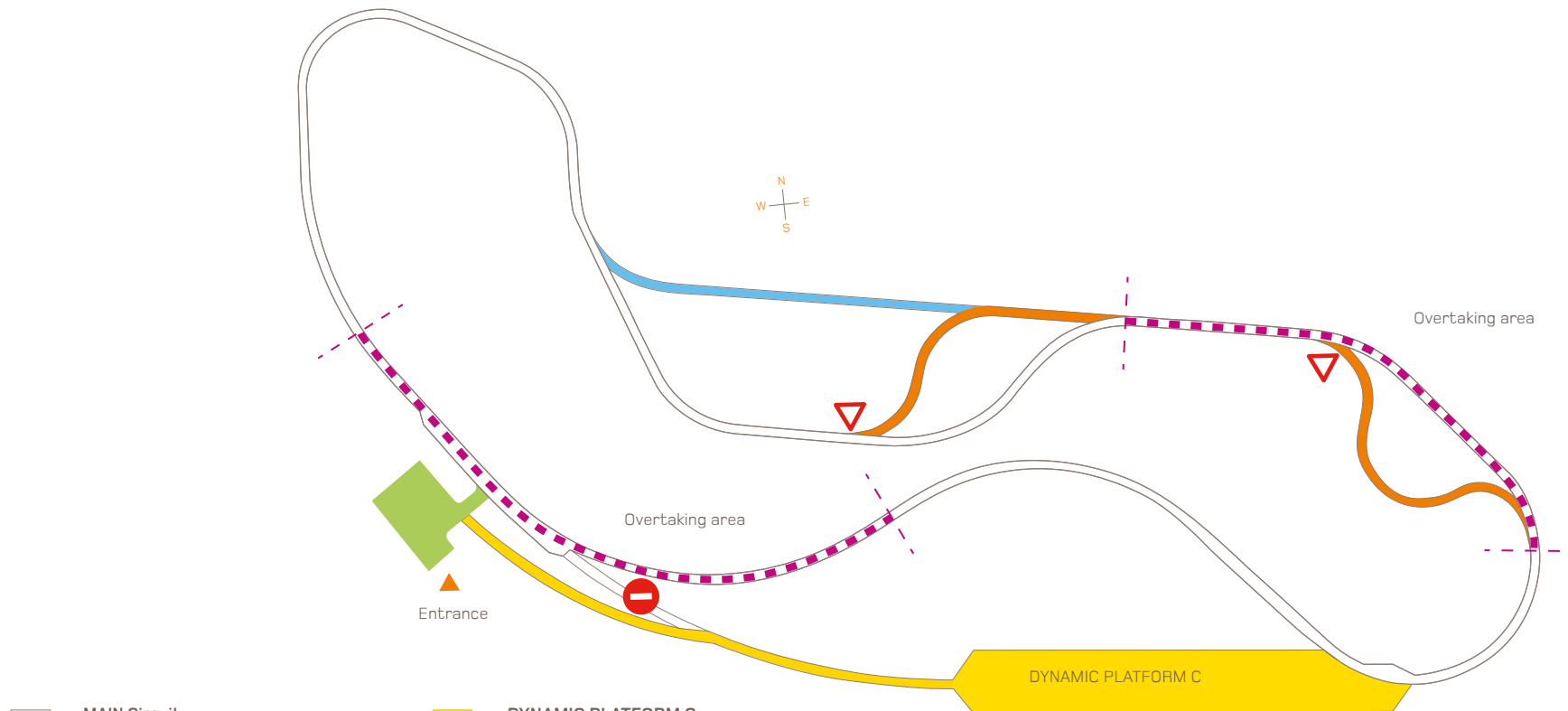
- **From 08:00 to 09:00** – Cross Wind / ISO 3
- **From 09:00 to 11:00** – VDA, Slalom, G-turns, Gymkhana
- **From 11:00 to 12:30** – Circles / ISO 3
- **From 12:30 to 13:30** – Cross Wind / ISO 3
- **From 13:30 to 15:30** – VDA, Slalom, G-turns, Gymkhana
- **From 15:30 to 18:00** – Circles / ISO 3
- **From 18:00 to 19:00** – Cross Wind / ISO 3
- **From 19:00 to 08:00** – Free use

- Dynamic platform
- Slalom area
- Acceleration lanes
- ISO III surface
- Parking / Meeting Point / Traffic light
- Cross wind
- Wifi zone



TRACK 5

DRY HANDLING CIRCUIT / DYNAMIC PLATFORM C (DP-C)



MAIN Circuit
WHITE layout.
Open all the time
General configuration, therefore users have the right of way when driving.

ALTERNATIVE Circuit
ORANGE layout.
Open all the time
Alternative configuration, therefore users must ALWAYS give way.

CLOSED Circuit
BLUE layout.
Normally closed.
Users must contact the Control Tower if they want to use this layout.

DYNAMIC PLATFORM C.
YELLOW Layout.

Parking area with lift.

Overtaking area (MAIN Circuit)

This map is located at the entrance to the Dry Handling Track in order to remind all users to drive with care and attention, and to make one remember that there are different layouts and what category they are (MAIN, ALTERNATIVE and CLOSED).

The Dry Handling Circuit has a number of configurations, some of which are open on a permanent basis. For safety reasons they are classified based on their use and compatibility with the remainder (see map):

DRY HANDLING CIRCUIT

| | |
|-----------------------------|----------------|
| Direction of travel | Anti-clockwise |
| Total length | 2.158 m |
| Length of optional circuits | 1.770 m |
| Width | 7 m |
| Adherence coefficient | 0.8 |

The maximum number of vehicles which can use the track at any one time is five.



There is a neon sign at the entrance of the track which indicates whether the circuit is operating at full capacity.

FULL : WAIT

Access not permitted. Track in use by the maximum number of users

GO AHEAD

Free access. Track with fewer than 5 users

Overtaking procedures:

- All overtaking must be done on the left according to the direction of travel.
- The faster vehicle has right of way, but should make certain that the manoeuvre does not entail any risk.
- The vehicle that is going to overtake should signal its intention by flashing its lights.
- The vehicle that is to be overtaken will confirm it has seen the signal by using the right indicator.
- All overtaking may only be done in the overtaking areas (see diagram on page 42)

• It is highly recommended that users check the condition and pressure of tyres before beginning testing.

• An initial warm-up lap must be made at a reduced speed.

• If there is any risk of rolling over, antiroll supports must be used. Their use must be authorised by the Proving Ground Safety Supervisor.

• **Brake testing is not permitted. Vehicles may not stop on the track under any circumstances.**

• **The following must be arranged in advance with the Proving Ground Safety Supervisor:**

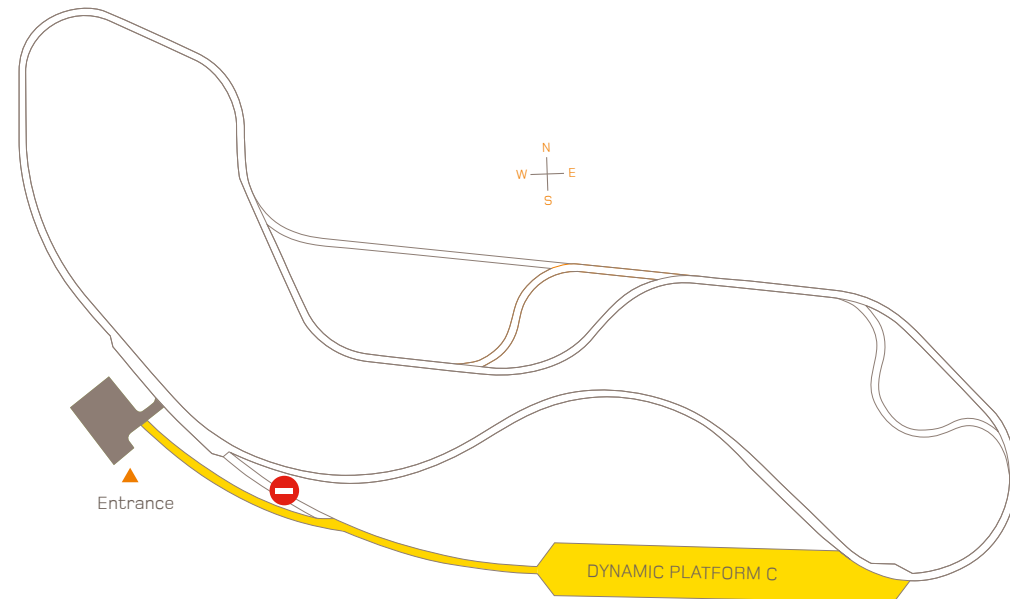
- Non-handling tests.
- Tests with vehicles weighing more than 3,500 kg.

• Next to the entrance to the track there is a parking area for users equipped with a carport and lift to facilitate tyre changes.



• In case of failure the vehicle must stop on the run off area, with hazard lights on.

• Users should report any objects found on the track (gravel, plastics, oil, etc.) or damage to the track to the Controller so that the objects can be removed or the damage repaired.



DYNAMIC PLATFORM C

Platform dimensions

300 m length x 40 m width

Procedure to be followed when using the track:


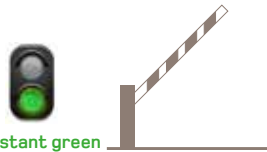

- Authorisation from Proving Ground Safety Supervisor required to use the track
- ALWAYS inform the Controller before entering or leaving the track

TRACK 6

TEST HILLS

| Gradient | 8% | 10% | 12% | 15% | 18% | 20% | 24% | 30% |
|-------------------------------|------|-------|------|-------|-----|-------|-----|-----|
| Length with constant gradient | 188m | 26,5m | 102m | 36,8m | 51m | 37,6m | 25m | 66m |

Traffic light regulation on the Test Hills:

| | | |
|------------------|---|---|
| Hill not in use: | | |
| 1 |  | Drive the vehicle up to the barrier |
| 2 |  | Test can be performed |
| Hill in use: | | |
| |  | Vehicle on the hill Wait until the other vehicle leaves the hill |

TEST CONDITIONS ON EACH HILL:

Standard Tests:

- Maximum 1 vehicle on each hill
- Vehicles may be driven in both directions

NON-standard Tests:

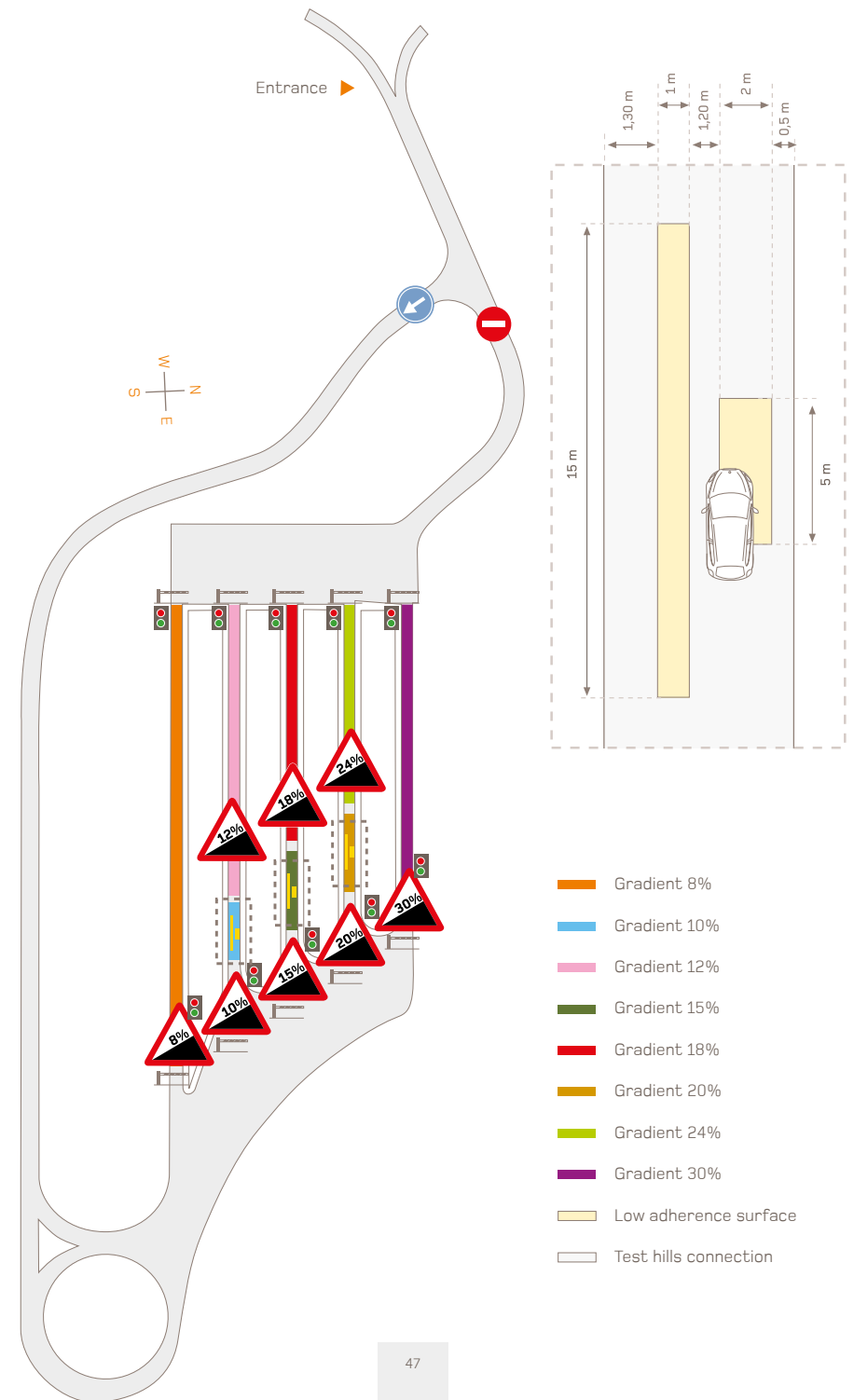
- Contact the Proving Ground Controller and get his or her authorisation before conducting non-standard tests.

LOW ADHERENCE SURFACES:

- To use the low adherence surfaces ask the Proving Ground Controller to switch on the watering system.

- When testing is completed, tell the Proving Ground Controller so he or she can switch off the watering system.

- The low adherence surfaces can only be used if the watering system is on.



TRACK 7

STRAIGHT LINE BRAKING SURFACES / COMFORT B & SIM CITY

STRAIGHT LINE BRAKING SURFACES

SURFACES (Zone 1)

| Surface | Adherence when wet (μ) | Water depth | Width | Length | Longitudinal gradient | Transverse gradient | Max weight per axle | Max speed permitted |
|----------------------------|------------------------------|-------------|-------|--------|-----------------------|---------------------|---------------------|---------------------|
| Ceramic tiles * | 0.1 | 1 mm | 7,5 m | 250 m | 0% | 1 % double gradient | 1.75 T | 100 km/h |
| Asphalt * | 0.8 | 1 mm | 5 m | 200 m | 0% | 1% | 16 T | - |
| Basalt tiles* | 0.3 | 1 mm | 7,5 m | 200 m | 0% | 1 % double gradient | 13 T | 120 km/h |
| Concrete * | 0.4 | 1 mm | 7 m | 200 m | 0% | 1 % double gradient | 16 T | 120 km/h |
| Aquaplaning in straight ** | - | 6 mm | 3,5 m | 150 m | 0% | 0% | 16 T | - |

SURFACES (Zone 2)

| Surface | Adherence when wet (μ) | Water depth | Width | Length | Longitudinal gradient | Transverse gradient | Max weight per axle | Max speed permitted |
|-------------|------------------------------|-------------|-------|--------|-----------------------|---------------------|---------------------|---------------------|
| Asphalt *** | 0.8 | 1 mm | 5 m | 250 m | 0% | 1% | 16 T | 150 km/h |
| Dry asphalt | - | - | 5 m | 250 m | 0% | 1% | 16 T | 200 km/h |

μ = Adherence coefficient when wet.

* Sprinkler system

** Flooding system

*** Water flow system

• The Braking Surfaces must **always** be entered via the entrance at the roundabout which also gives access to Fatigue Track A.

• Braking must **always** be carried out in a west-east direction. **Never against the flow of traffic**

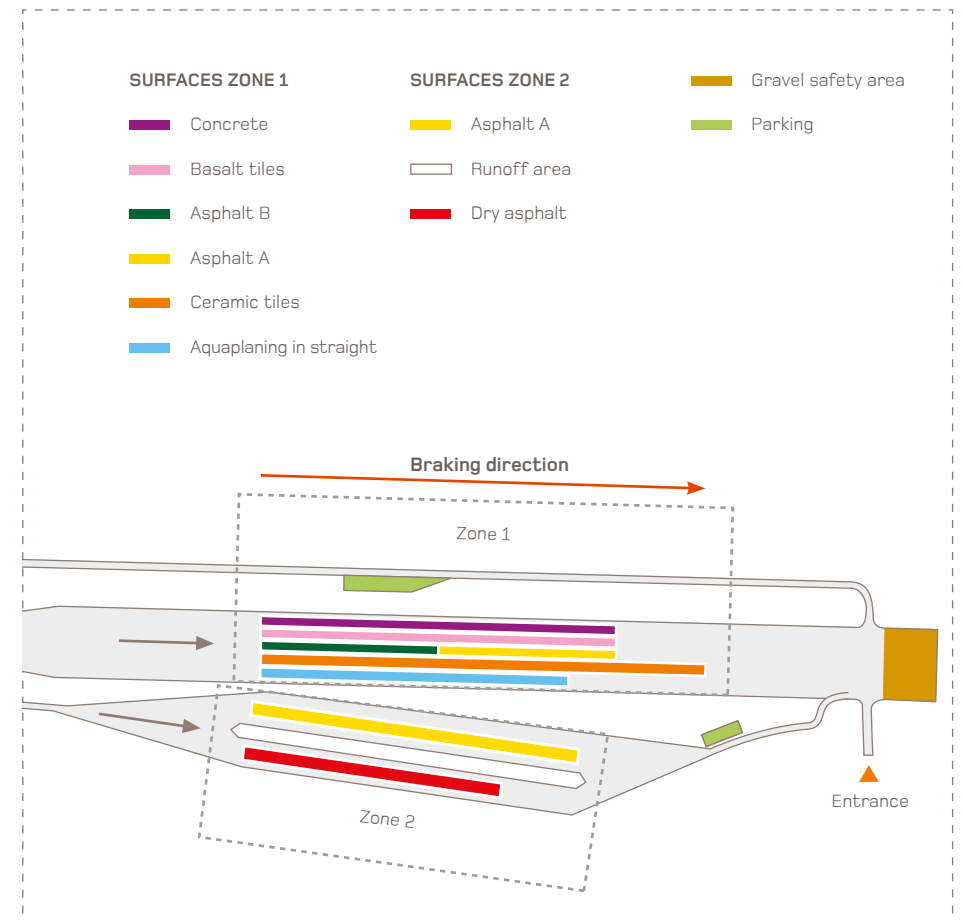
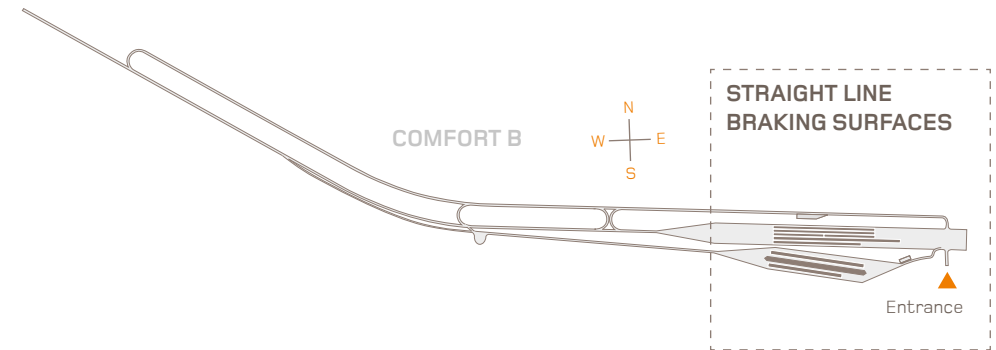
• The return lane must be used to reuse the braking surfaces. Driving the wrong way on the braking surfaces is not permitted.

• The low adherence surfaces (0.1, 0.3, 0.4, Aquaplaning) may only be used when they are wet. Carrying out brake tests on low adherence surfaces when they are dry is strictly forbidden.

• Only the Proving Ground Controller can authorise and/or switch on and off the watering system.

- **Zone 1:** only 1 vehicle is permitted to carry out tests on the braking surfaces. All other vehicles have to wait until the first vehicle exits the surfaces and leaves the area free.

- **Zone 2:** only 1 vehicle carrying out braking on the dry asphalt surface and 1 vehicle carrying out braking on the wet asphalt surface are permitted. The track layout means that these two vehicles can carry out tests simultaneously.



COMFORT B & SIM CITY

- The maximum speed permitted on Comfort Track B is 150 km/h.

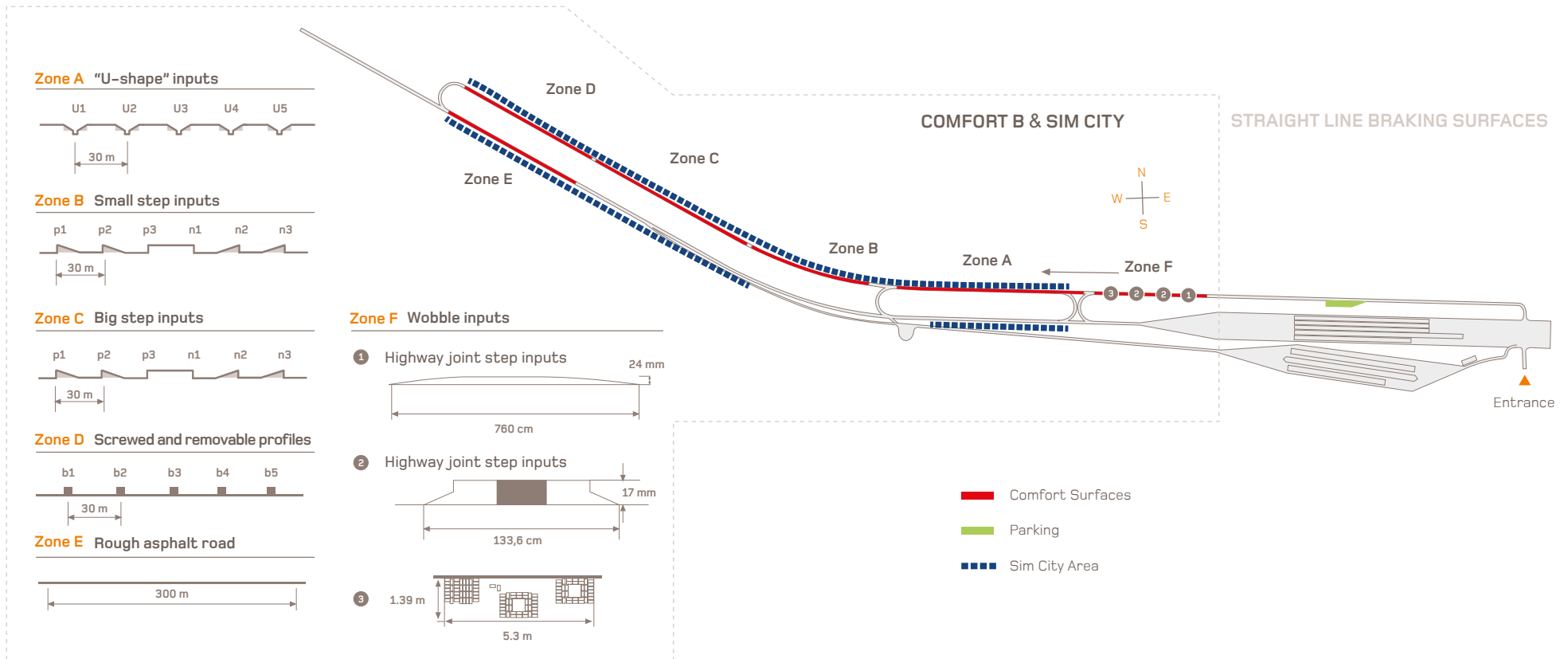
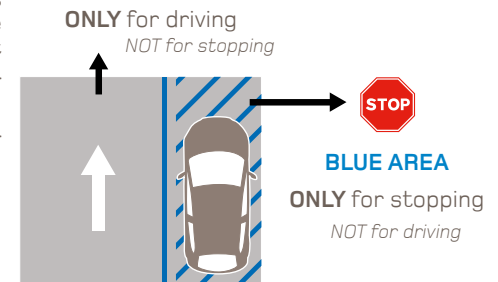


Overtaking:

- The vehicle that is to be overtaken will confirm it has seen the signal by using the right indicator and will move to the right of the lane to let the faster vehicle pass.

Sim City Zone:

- When conducting Sim City tests vehicles may only be stopped in the right-hand lane indicated with blue hash marks so as not to hinder the movement of other vehicles.
- The left-hand lane is only to be used for driving.
- Vehicles may not stop in the left-hand lane.
- The blue area is only for stopping vehicles.

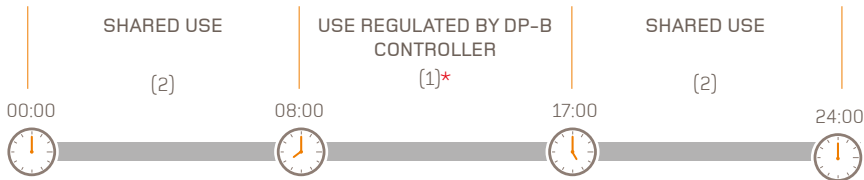


TRACK 9

DYNAMIC PLATFORM B (PD-B)

| | Length | Width |
|--|---------|--------------|
| Circular plate dimensions | 300 m Ø | |
| Trapezoid dimensions | 400 m | 15 m - 100 m |
| Central acceleration lane | 300 m | 2 x 4 m |
| Tangential acceleration lanes | 450 m | 2 x 4 m |
| Longitudinal and transverse gradient of the platform and the trapezoid | | 0 % |

TRACK TIMETABLE:



(1) DP-B Controller operating timeframe.

Monday to Friday from 08:00 to 17:00; before starting the test, users should go to the parking area (meeting point) to coordinate their tests with the DP-B Controller.

*= RESTRICTED TIME FRAME

From 08:00 to 16:00

During this time frame all testing must be authorized beforehand

Each user will be provided with a separate radio to receive instructions throughout the test.

(2) Shared use timetable. During this time there is no Controller and users must arrange carrying out tests with the other users. If it is not possible to come to an agreement, contact the Proving Ground Controller.

– ALWAYS ask the Controller for permission before entering the Track.

There is a neon sign at the entrance to the track which indicates whether the circuit is operating at full capacity:

FULL : WAIT Access not permitted.

GO AHEAD Free access.

• Helmets must be worn if the vehicle is fitted with internal safety bars.

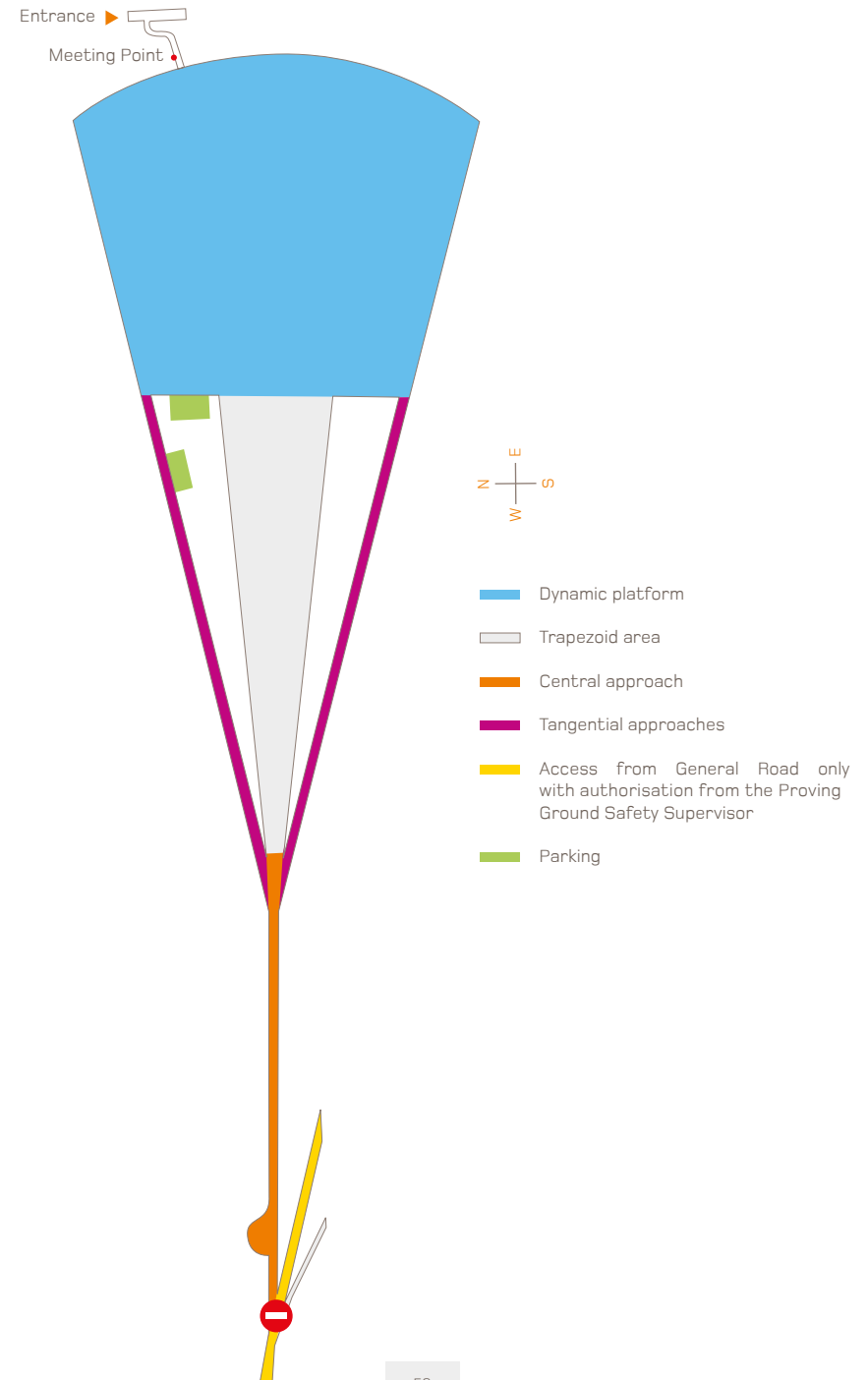
• Use of anti-roll supports with wheels is not permitted. Only the ones whose ends are hemispheres made of polyethylene or another sliding material are permitted.

• As is the case with all the other Test Tracks, when walking around the platform reflective clothing must be worn; this clothing can be obtained at the Control Tower reception.



• Any damage caused to the track surface must be reported to the DP-B Controller or to the Proving Ground Controller

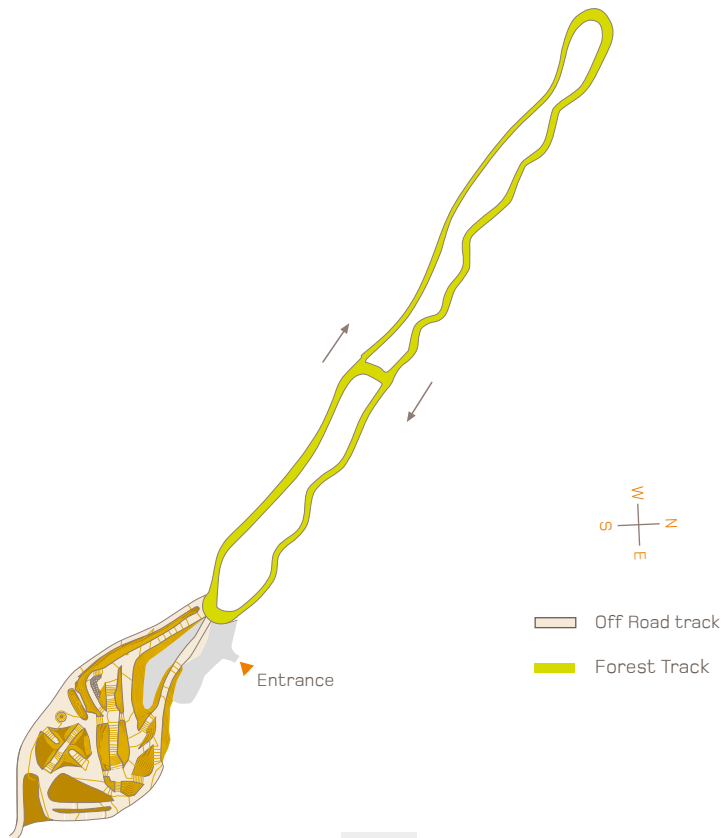
• This track is accessed directly from the area in front of the M Workshops.



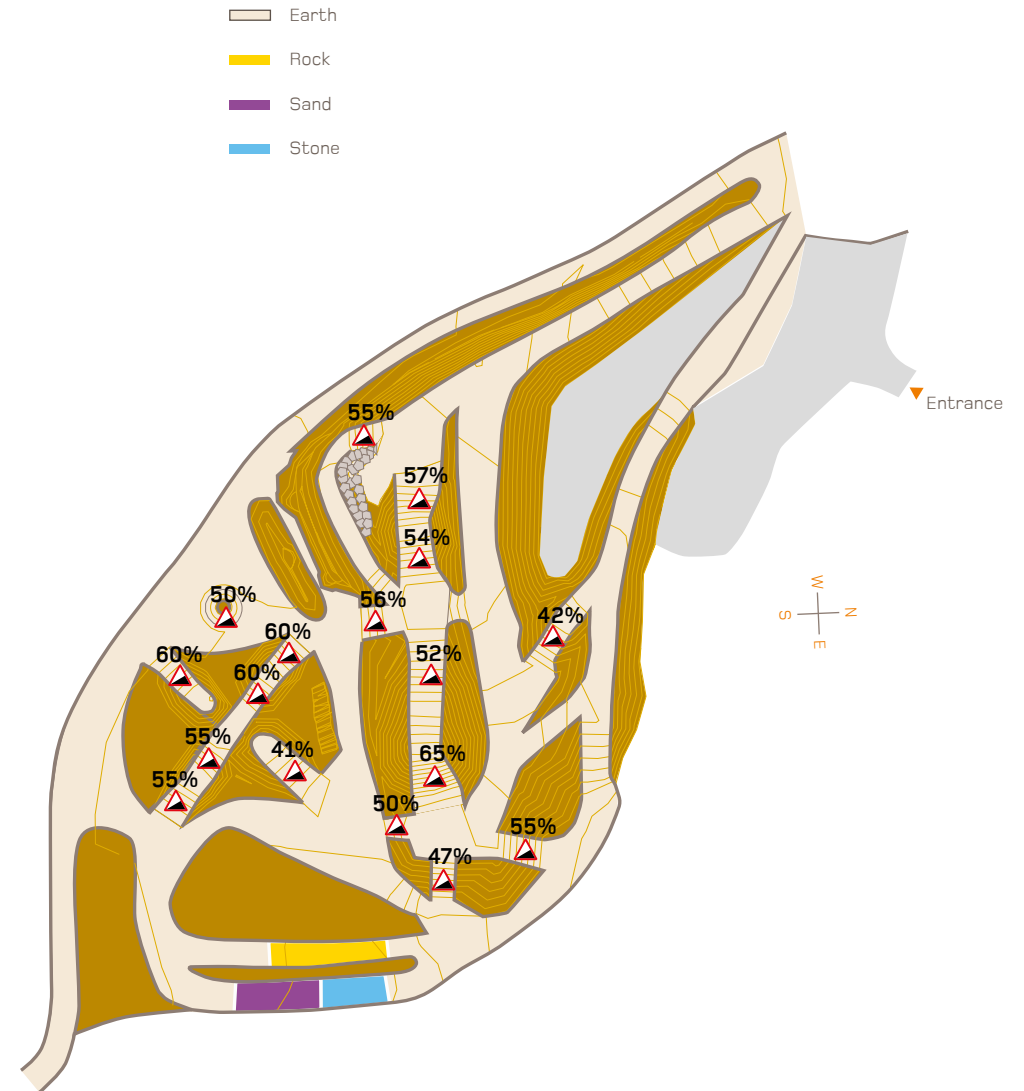
TRACK 10

OFF ROAD / FOREST TRACK

- Procedure to be followed when using the OFF ROAD / FOREST TRACK:
 - The vehicle may not be stopped on the Forest Track
 - In the event of halting the test or stopping, inform the Controller.
 - In the case of an accident, you should inform the controller in what part of the track the accident has occurred
 - **Motorcycle testing:** there must be a support vehicle supervising the testing on the track.
- Ask the Proving Ground Client Services for authorisation prior to use.
- ALWAYS inform the Controller before entering or leaving the Track.
- Tell the Controller which section of the track you will use, the OFF ROAD or FOREST TRACK area.



54



55

TRACK 11

WET CIRCLE

| Basalt Surface | | Asphalt Surface | |
|-----------------|--------|-----------------|--------|
| Interior radius | 22,5 m | Interior radius | 27,5 m |
| Exterior radius | 27,5 m | Exterior radius | 37,5 m |

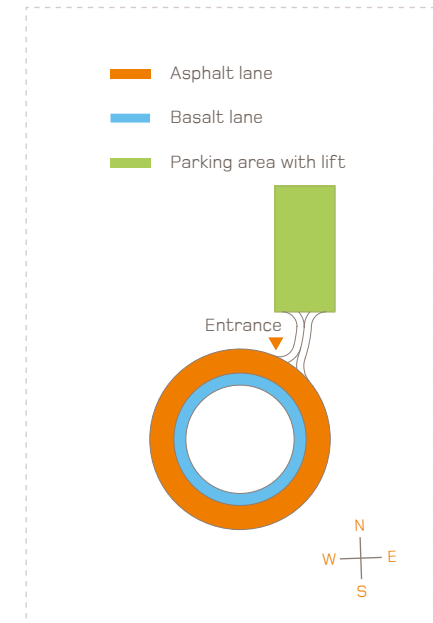
- This track may only be used when wet.



- The maximum number of vehicles which can use the track at the same time is one.



- Next to the entrance to the track there is a parking area for users equipped with a carport and lift to facilitate tyre changes.



- Users should report any objects found on the track (gravel, plastics, oil, etc.) or damage to the track to the Control Tower so that the objects can be removed or the damage repaired.

- You must ask the Controller to switch on the track watering system.

TRACK 12

WET HANDLING CIRCUIT

| Direction of travel | | Anticlockwise ↻ | |
|---------------------|--------------|---------------------|---------------------|
| | Main circuit | Alternative circuit | Aquaplaning on bend |
| Total length | 1.517,5 m | 1.566 m | 25 m (R100 m) |
| Width | 6 m | 6 m | |
| Surface | Asphalt | | |
| Water height | 1 mm | 1 mm | 6 mm |

- This track may only be used when wet.



- The maximum number of vehicles which can use the track at the same time is four.



- You must ask the Controller to switch on the track watering system.

Overtaking procedures:

- All overtaking must be done on the left according to the direction of travel.
- No overtaking is permitted in the bends.
- The faster vehicle has right of way, but should make certain that the manoeuvre does not entail any risk.
- The vehicle that is going to overtake should signal its intention by flashing its lights.
- Overtaking can only be performed in the overtaking area (see diagram on page 59).
- The vehicle that is to be overtaken will confirm it has seen the signal by putting on its right indicator.

There is a neon sign at the entrance to the track which indicates whether the circuit is operating at full capacity:

FULL : WAIT

Access not permitted. Track in use by the maximum number of users

GO AHEAD

Free access.

Track with fewer than 4 users

- Aquaplaning in curve tests should be arranged in advance with the Proving Ground Controller. It should be used with the track's alternative circuit dry.

- It is highly recommended that users check the condition and pressure of tyres before beginning testing.

- An initial warm-up lap must be made at a reduced speed.

- **Brake testing is not permitted. Vehicles may not stop on the track under any circumstances.**

- **The following must be arranged in advance with the Proving Ground Safety Supervisor:**

- Non-handling tests.
- Tests with vehicles weighing more than 3,500 kg.
- Tests with motorcycles.

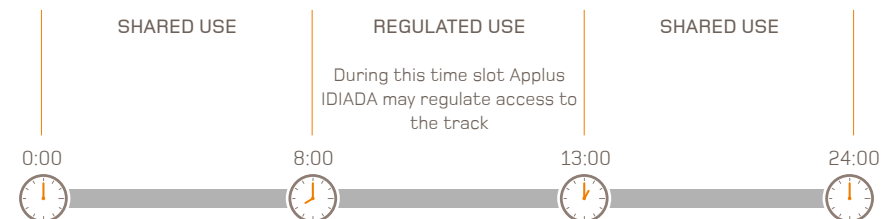
- Next to the entrance to the track there is a parking area for users equipped with a carport and lift to facilitate tyre changes.



- In the event of breakdown the vehicle must be stopped in the track's run off area with its hazard warning lights on.

- Users should report any objects found on the track (gravel, plastics, oil, etc.) or damage to the track to the Controller so that the objects can be removed or the damage repaired.

TRACK TIMETABLE:



MAIN circuit

WHITE layout. *Open all the time.*

Main configuration, therefore users have right of way when driving

ALTERNATIVE circuit

ORANGE layout. *Open all the time.*

Alternative configuration, therefore users must ALWAYS give way

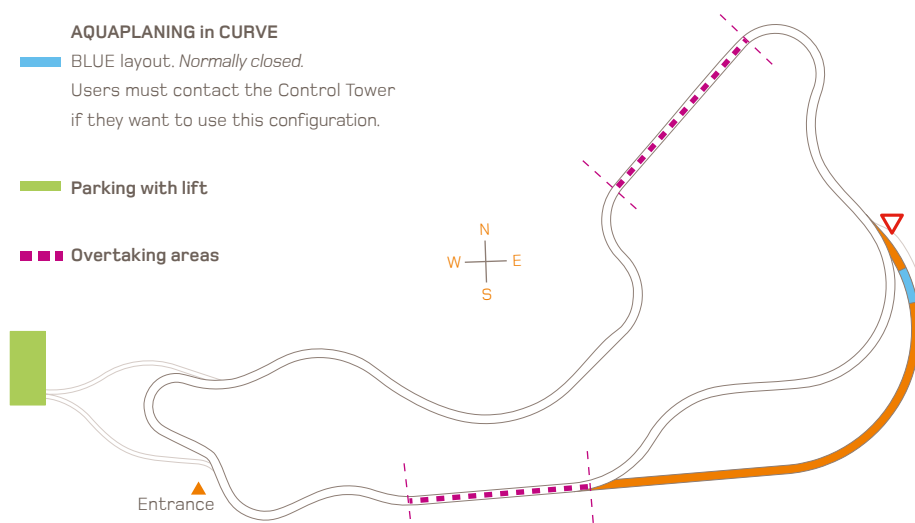
AQUAPLANING in CURVE

BLUE layout. *Normally closed.*

Users must contact the Control Tower if they want to use this configuration.

Parking with lift

Overtaking areas



APPENDIX A

CLASSIFICATION OF NON-COMPLIANCES OF THE DRIVING REGULATIONS



SIGNIFICANT

1. ⚠ Not having dipped beam headlights on when driving
2. ⚠ Not having lights in good condition
3. ⚠ Not wearing a reflective jacket/vest when outside the vehicle
4. ⚠ Driving without wearing suitable clothes or footwear (high heels, shoes undone, etc.)
5. ⚠ Not returning the radio at the end of the day's testing
6. ⚠ Abandoning a broken-down vehicle on the tracks without telling the Control Tower
7. ⚠ Not replacing covers on the inputs on the Fatigue/Comfort track after using them
8. ⚠ Not abiding by the system for communication with the Control Tower for going onto the Tracks
9. ⚠ Entering or leaving Dynamic Platform C on the Dry Handling Track with no prior notice to the controller
10. ⚠ Not reporting the end of special tests
11. ⚠ Not telling the Controller that there is gravel on the asphalt of the Dry Handling track after coming off it
12. ⚠ Not reporting objects on the track
13. ⚠ Carrying out tests in parallel on the High Speed Circuit without authorisation
14. ⚠ Using low adherence braking surfaces without first having started up the watering system.



SERIOUS

15. ⚠ Not answering a call from a Controller
16. ⚠ Not stopping immediately when told there has been an accident
17. ⚠ Walking around the Tracks without the prior authorisation of the Controller (save in designated areas, platforms and parking areas)
18. ⚠ Not reporting damage caused to track facilities or surfaces
19. ⚠ Not reporting breakdowns, loss of parts (mechanical, camouflage) or liquids to the Controller
20. ⚠ Not obeying instructions from the Controller or Safety Car
21. ⚠ Taking up the radio channel without good cause during an emergency or accident situation
22. ⚠ Queue jumping at the barriers
23. ⚠ Entering the Tracks other than from the Control Tower entrance without having asked for permission first
24. ⚠ Entering or leaving a track without going through the access control barriers properly
25. ⚠ Driving along work roads or in areas that are not designated as Test Tracks when inside the Proving Ground facility.
26. ⚠ During the Controller timetable, beginning tests on Dynamic Platform A without first having spoken to the DP-A controller in the parking area (see page 40).
27. ⚠ During the Controller timetable, beginning tests on Dynamic Platform B without first having spoken to the DP-B controller in the parking area (see page 52)
28. ⚠ Changing drivers while on the Dry or Wet Handling Circuits
29. ⚠ Stopping or parking in areas that are hazardous for other users
30. ⚠ Not observing the general rules for overtaking or overtaking where it is not permitted
31. ⚠ Not maintaining the safety distance between vehicles
32. ⚠ Not indicating the start of special tests with all 4 indicators
33. ⚠ Driving a vehicle with too many passengers

- 34. ⚠ Surpassing the speed limits on the lanes in the High Speed Circuit unless extra safety measures have been arranged in advance
- 35. ⚠ Driving in reverse tests without the prior authorisation of the Controller or Safety Car
- 36. ⚠ Carrying fuel in containers inside the vehicle
- 37. ⚠ Refuelling in the petrol stations with the engine running (WITHOUT AUTHORISATION) or with the lights on, or talking on a mobile phone while refuelling
- 38. ⚠ Refuelling vehicles outside the petrol station area without the authorisation of the Controller or Safety Car
- 39. ⚠ Entering the Tracks without a transponder and radio
- 40. ⚠ Not wearing protective overalls, boots and gloves when carrying out tests with motorbikes or quads
- 41. ⚠ Not having the vehicle's equipment (instrumentation, ballast, etc.) properly attached
- 42. ⚠ Taking photographs WITH AUTHORISATION but without wearing a reflective jacket or vest indicating photo session in progress
- 43. ⚠ Not wearing a helmet when the vehicle is fitted with safety bars on the inside
- 44. ⚠ Handling track equipment without authorisation (e.g. the float at the Water Wade)
- 45. ⚠ Not observing agreed exclusivity hours
- 46. ⚠ Towing a broken down vehicle without the prior authorisation of the Controller or Safety Car
- 47. ⚠ Other non-compliances that seriously endanger the users own safety or that of other users



VERY SERIOUS

- 48. ⚠ Not reporting an accident to the Controller
- 49. ⚠ Not obeying the instructions of the Controller in an emergency situation.
- 50. ⚠ Failing a blood alcohol level control.
- 51. ⚠ Driving under the influence of medicine or psychotropic substances which may induce drowsiness or a reduction in physical faculties.
- 52. ⚠ Driving in a reckless fashion and thus endangering either themselves or other users.
- 53. ⚠ Driving in the opposite direction to the one permitted for each track.
- 54. ⚠ Carrying out braking and lane change tests outside authorised times and not on authorised tracks
- 55. ⚠ Braking on the braking surfaces on the braking track when it is in use by another vehicle
- 56. ⚠ Braking in the braking areas on the High Speed Circuit and General Road when they are in use
- 57. ⚠ Carrying out brake tests or stopping on the Dry or Wet Handling Track
- 58. ⚠ Talking on a mobile phone or using a computer whilst driving
- 59. ⚠ Driving while reading the test cycles
- 60. ⚠ Ignoring a STOP message on the variable message signs
- 61. ⚠ Not wearing a helmet when carrying out tests on motorcycles or quads
- 62. ⚠ Not wearing seat belts (driver and/or passengers). Person responsible is the driver.
- 63. ⚠ Carrying out special tests without first having asked for authorisation from the Controller or without having indicated the testing properly (rotating lights or identifying plates).
- 64. ⚠ Taking photographs WITHOUT AUTHORISATION in the Proving Ground.
- 65. ⚠ Having and using image recording systems inside the vehicle WITHOUT AUTHORISATION
- 66. ⚠ Entering the Proving Ground without having a valid driving licence
- 67. ⚠ Other non-compliances that very seriously endanger the users own safety or that of other users

APPENDIX B

USERS' MANUAL FOR THE SYSTEM FOR CONTROLLING ACCESS TO THE PROVING GROUND

1. DESCRIPTION OF THE SYSTEM

The system controlling access to the Proving Ground makes it possible to regulate the entrance of vehicles to the different test tracks in IDIADA's complex and control how long they are used for. A diagram showing how the system works is to be found in figure 1 and it consists of:

- Transponder: 12 cm black cylinder which serves to identify the vehicles at the various entrances to the tracks. The transponder is placed horizontally in the upper right-hand area of the windshield at a distance which is not less than 10 cm from the metal parts of the vehicle. The transponder's position is shown in figure 2.

- Antenna: radiating element which detects the passage of the transponder installed in the vehicle.

- Barrier: allows vehicles to go through as long as the transponder that has been picked up has been authorised in advance.

- Traffic light: luminous signal which indicates whether the vehicle has been authorised to enter the tracks.

- Detection area: area in which the antenna can detect the transponder.

2. DETECTION OF VEHICLES

- The maximum detection distance (antenna to transponder) is 1.2 m.

- The detection area is marked on the asphalt by a rectangle with a striped centre painted next to the antenna.

- Maximum speed when going through the detection area is 5 km/h.

3. ASSIGNMENT OF TRANSPONDERS

- Transponders are handed over to users at the Control Tower before they carry out their tests

- All transponders are numbered and assigned to a specific vehicle whose track use time will be recorded by its transponder.

- The person in charge of the tests shall return the transponder to the Control Tower when testing has been completed. Until this is done, IDIADA will not change the assignment of the transponder.

- Should the transponder be lost, this must be immediately reported to IDIADA so that the transponder can be withdrawn from the operational service list. IDIADA shall not accept any liability for the use which is made of the transponder if its loss is not reported.

SYSTEM FOR CONTROLLING ACCESS TO THE PROVING GROUND

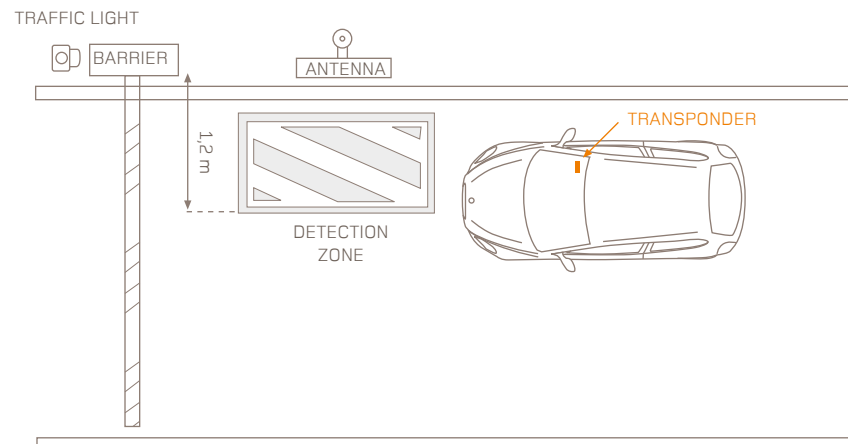


Fig. 1

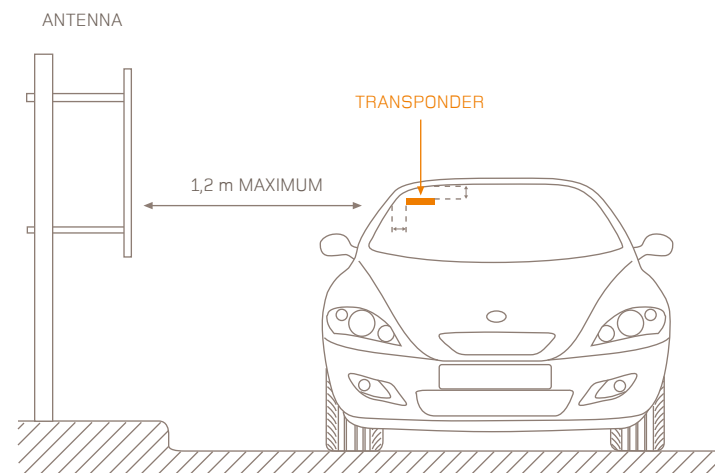


Fig. 2

APPENDIX C

USER'S MANUAL FOR REFUELLING

1. FUEL CARDS

The petrol station operates using a system of personalised proximity cards. Cards can be requested through the Booking Form or through PG Client Services..

Each user will have its own fuel card(s). IDIADA will invoice the group according to its actual use. The loss of the card must be reported so that it can be cancelled.

Once testing has been completed in IDIADA's Proving Ground, users must return their fuel cards to Control Tower reception.

To get your receipt, hang up the hose and press the "TICKET" (RECEIPT) button.

In the event that the receipt does not come out of the machine, reception in the Control Tower will be able to supply you with a copy of it.

To "ANULAR" (CANCEL) the operation press button "C"

3. SPECIAL FUELS AND COOL FUEL FACILITY

Users who wish to use the secure fuel storage facility must organise in advance with Proving Ground Client Services.

IDIADA will bill the use of petrol station facilities for special fuels at prevailing prices and for the cost of recycling any excess fuel that may be left over.

Cool fuel facility is available. Contact Proving Ground Client Services in advance.

2. INSTRUCTIONS FOR REFUELLING

Before refuelling remember that:

- You must switch off your vehicle's engine and lights
- You must not use mobile telephones.

To refuel your vehicle, first pass the card through the reader. The message "TARJETA" (CARD) will appear on the display followed by the messages "ESPERE" (PLEASE WAIT) and "SÍRVASE" (SERVE).

Unhook the hose and fill up, or alternatively select the exact quantity in litres you want before unhooking the hose by pressing the "L" key and then the number of litres desired.

ADDITIONAL INFORMATION: CONTACT TELEPHONES

| Control Tower personnel | Phone No | English | German | French |
|----------------------------------|-------------|---------|--------|--------|
| Proving Ground Safety Supervisor | 1414 / 2414 | ✓ | | |
| Client Services Coordinator | 1418 / 2418 | ✓ | ✓ | ✓ |
| Safety Car | 2388 | ✓ | | |
| Hotel Reservations | 6004 / 1401 | ✓ | | |
| Control Tower Reception | 6004 / 1402 | ✓ | ✓ | ✓ |
| Workshop Manager | 1458 / 2458 | ✓ | | |
| Medical Services | 9381 | ✓ | | |

| Applus IDIADA: Engineering Services | Manager | Phone No. | Extension |
|---------------------------------------|--------------|-----------------|-----------|
| Proving Ground | X. Cabús | +34 977 166 004 | 1404 |
| Durability and accelerated fatigue | J. Rabadà | +34 977 166 054 | 6054 |
| Driveline laboratory | J. Izquierdo | +34 977 166 039 | 1203 |
| Passive safety laboratory | G. Tejera | +34 977 166 073 | 1600 |
| Calculation and structural simulation | R. Chimeno | +34 977 166 073 | 1547 |
| Acoustics and vibrations laboratory | A. Català | +34 977 166 079 | 1517 |
| Vehicles dynamics | A. Català | +34 977 166 079 | 1517 |
| Homologations | J. Mata | +34 977 166 008 | 1344 |
| Electronics | A. Carbonell | +34 977 166 029 | 1332 |
| Chassis and Components | J. Aren | +34 977 166 023 | 1221 |
| Brakes | R. Mateu | +34 977 166 006 | 1249 |

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